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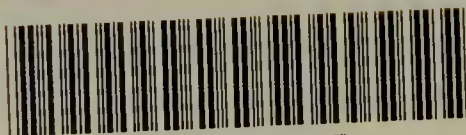
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For full particulars of Cook's Single Journey, Return and Circular Tickets to and through all parts of Europe, see *Cook's Excursionist and Tourist Advertiser*, 2d., post free, 3d.

For Times of Trains and Steamers, and Maps of Routes, see *Cook's Continental Time Tables and Tourist's Handbook*, with eight maps, published monthly, price 1s.

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COOK'S HANDBOOK

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Health Resorts

OF THE

SOUTH OF FRANCE

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PREFACE.

EVERY autumn at the first approach of frost, there sets in a general migration, like that of the swallows, from the colder lands of Northern and Central Europe to the sunny shores of the Mediterranean. Thousands of tourists—some prompted by pleasure, others seeking in the genial climate of Southern France restoration to health, or fleeing before the winter of their own colder latitudes—hurry southwards, to bask in the sunshine of the Riviera, to gather sweet flowers and delicious fruit in mid-winter, to bathe in the ultramarine waters of the Mediterranean; in short, to enjoy to the full the thousand charms and attractions of an earthly paradise.

Then it is that villages which during the summer have languished in dreamy torpor, deserted, hot and dusty, start into sudden life and activity. Active preparations are made for the coming harvest, and in a few weeks the patois of the province is lost amid the babel of civilised tongues.

The railway companies controlling the routes to these happy shores have profited largely by their popularity, and have kept pace with the constantly increasing demand for rapid and comfortable transport.

Express trains now run, during the season, from Paris to

Cannes in twenty hours, to Nice in twenty-one hours, to Monaco or Mentone in twenty-two hours, and to Bordighera or San Remo in twenty-four hours. Not only do the chief express trains contain sleeping cars, coupé-lits, or fauteuillits, but certain trains are entirely composed of these luxurious adjuncts to comfort in travelling.

A cheap, comprehensive, and accurate Handbook to the numerous health resorts of the Riviera thus becomes a public necessity, and the rapid absorption of the first edition of this handbook has clearly justified its issue. Descriptions of the localities exist, it is true, in many Guide Books to France and Italy, but the traveller who limits his tour to the Mediterranean coast does not care for long descriptions of Italian and French cities which he does not intend to visit.

This little work consequently contains :—

I. General information useful to all travellers to the South of France.

II. A concise description of all the principal towns on the Mediterranean between Marseilles and Leghorn.

III. Extracts from a series of articles upon the Riviera, specially relating to its *flora* and *fauna*.



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COOK'S

HANDBOOK TO HEALTH RESORTS.

General Information.

Coinage.—The coinage of France and Italy is practically the same, except that in France the unit is the Franc and in Italy the Lira. The following table of French coinage will be useful :—

Gold.—	20 franc piece	=	about 16s.
„	10 „ „	=	„ 8s.
„	5 „ „	=	„ 4s.
Silver.—	5 „ „	=	„ 4s.
„	2 „ „	=	„ 1s. 7d.
„	1 „ „	=	„ 9 $\frac{1}{2}$ d.
„	$\frac{1}{2}$ „ „	=	„ 4 $\frac{3}{4}$ d.
Bronze.—	10 centime piece	=	„ 1d.
„	5 „ „	=	„ $\frac{1}{2}$ d.

English.

1 Sovereign = 25 frcs. or Italian paper lire.

1 Shilling = 1 f. 25 c.

Custom House Examinations.—Luggage registered through from London to Paris is examined in Paris. In returning from Paris to London by short sea route to Holborn Viaduct or Ludgate Hill, the examination is at Dover. Passengers for Victoria can register luggage through from Paris to be examined on arrival. All luggage registered from

Paris to London by Dieppe and Newhaven is examined at Newhaven. Luggage registered from Paris to any Italian station, *via* the Mont Cenis Tunnel, is examined at Turin. In passing from France into Italy, by the Corniche route, luggage is examined by the Italian Customs at Vintimille; and in passing from Italy into France, *via* the Mont Cenis Tunnel, it is examined at Paris.

Coupés on the Paris, Lyons, and Mediterranean Railway may be classed as follows:—

I. *Coupé-ordinaire*.—Each compartment contains four seats. Every occupant of a seat pays, besides the ordinary first-class fare, a supplement varying according to the distance travelled; *e.g.*, Paris to Marseilles, 11 francs; Paris to Nice, Mentone, or Vintimille, 16 f. 50 c.

II. *Fauteuil-Lit*.—Each compartment is divided into three parts instead of four. The seats draw out so as to form a kind of couch. The three occupants divide between them the cost of the fourth place sacrificed, each paying one first-class fare plus one-third.

III. *Coupé-Lit*.—A coupé-compartment fitted up with bed for invalid and attendant, commode, etc. Three persons at most can occupy it, paying four first-class fares for the compartment, and in addition, a coupé-ordinaire supplement for each person.

THOS. COOK AND SON will reserve places in either of the above compartments for persons travelling with their tickets.

Sleeping Cars are attached to certain trains on the Paris, Lyons, and Mediterranean Railway, between Paris, Marseilles, Mentone, Geneva, and Turin, as follows:—

1. Between Paris and Turin all through the year; 2. Between Paris and Geneva, *summer service* only; 3. Between Paris, Marseilles, and Mentone, *winter service* only. THOS. COOK and SON will, upon receiving sufficient notice, reserve berths

for any person travelling with their tickets. Payment must be made when the order is given, and no subsequent application for withdrawal, or modification of order, will be entertained by the Sleeping Car Company.

Hotels.—The Hotels of the South of France and the Riviera are among the best in Europe. Cook's Hotel Coupons are accepted at one or more first-class hotels in each town, and travellers using them may rely on being treated with civility and attention.

Insurance.—Policies in the Ocean, Railway and General Travellers' Insurance Company are issued at all the offices of THOMAS COOK & SON.

Money.—See *Coinage*. Foreign Money can be obtained at the Chief Office of THOMAS COOK & SON, Ludgate Circus, London.

Passports are not necessary for British subjects. Persons intending to make a prolonged stay in France, or visiting the interior or less frequented districts, should, however, be provided with these certificates of identity, which may be obtained through THOMAS COOK & SON.

Boarding-Houses or Pensions.—Most Hotels will take visitors *en pension*, at reduced rates per week or month, and public and private boarding-houses abound. Persons wishing to secure accommodation of this description are recommended to pass a few days at an hotel while seeking for eligible accommodation, thus affording themselves an opportunity of *inspecting personally* such apartments as may be vacant.

Climate of the Riviera, Books on.—The best works of this description are those of Dr. Lec, of Nice, Dr. Henry Bennett of Mentone, Dr. de Valcourt, of Cannes, and the late Dr. Sparkes. See also Murray's "Central, Southern and Eastern France," and Black's "South of France."

Thermometer.—While Fahrenheit's scale is generally used in England, that of Réaumur and the Centigrade are the measurements of temperature on the Continent. The following comparative table will be useful:—

Reau- mur.	Centi- grade.	Fahrenheit.	Reau- mur.	Centi- grade.	Fahrenheit.
86	100	212 Boiling	24	30	86
76	95	203	20	25	77
72	90	194	19	24	76 Summer
68	85	185	16	20	68
64	80	176	12	15	59
60	75	167	10	13	55 Temperate
56	70	158	8	10	50
52	65	149	4	5	41
48	60	140	3	4	39
44	55	131	2	3	37
40	50	122	1	2	35
36	45	113	0.8	1	33
36	45	112 Fever	0.0	0	32 Freezing
32	40	104	.4.	.5	23
29	37	98 Blood	.8.	.10	14
28	35	95	.12.	.15	5

Time Tables.—Cook's Continental Time Tables and Tourist's Handbook, monthly; price 1s. Local time tables, such as "Chaix's Indicateur" for France, and the "Indicatore Ufficiale," for Italy, can be obtained at the railway stations.

Tickets are issued by THOMAS COOK & SON for all the principal routes to the South of France and Italy. They are available by any train containing carriages of their class on any day, and do not compel the holders to travel in parties. The Tickets issued by Messrs. THOMAS COOK & SON give facilities for breaks of journey not given by the ordinary tickets issued by the Railway Companies.

Weights and Measures.—French and Italian

weights and measures are upon the metric or decimal system. The following comparative table will be found useful:—

Weights.

1 gramme = $\cdot 643$ pennyweight; 1 kilogramme (1000 grammes) = 2.294 lbs. avoirdupois.

Measures of Length.

1 millimetre (one thousandth part of a metre) = 0.039 inch; 1 centimetre (1 hundredth) = 0.393 inch; 1 decimetre (one tenth) = 3.937 inch; 1 metre = 1.0936 yard; 1 kilometre (one thousand metres) = 1063.633 yards.

Superficial Measures.

1 metre carré = 1.1960 square yard; 1 arc = 119.6 square yards; 1 hectare = 2.471 acres, or (roughly) 1 hectare = $2\frac{1}{2}$ acres; 50 hectares = $123\frac{1}{2}$ acres.

Measures of Capacity.

1 litre = 1.7607 pint; 1 décalitre (10 litres) = 2.0009 gallons; 1 hectolitre (100 litres) = 22.0096 gallons.

Baggage.—The weight of baggage allowed on the French Railways, between Paris and Vintimille, or any intermediate station, is 30 kilos. (about 66lbs.). In Italy, between Vintimille or Modane and any station of the Italian Railways, all registered baggage is charged for. Small packages may be carried in the compartment without charge. Between London and Paris, by the Dover and Calais and Folkestone and Boulogne route, 50 lbs. of luggage are allowed free, and by the Dieppe route, 66lbs. of luggage are allowed on each passenger ticket. By using the tickets provided and issued by THOMAS COOK & SON, passengers can register baggage through to the furthest point of their journey, and can break it at any intermediate station.

Routes.

The routes between London and Paris are numerous and varied. From Paris, the shortest and most direct route to places on the coast between Marseilles and San Remo is *via* Dijon and Lyons; to places east of San Remo, it is *via* the Mont Cenis Tunnel and Turin. The railway between Turin and Savona obviates the necessity of going round by Genoa.

ROUTE I.

London to Paris, via Dover and Calais, 296 miles. Departures from Holborn Viaduct, Ludgate Hill, Victoria, Charing Cross, or Cannon Street. This, the shortest sea journey, occupies about 10 hours. Express trains, first and second class, leave London every morning at 7.35 and 10 o'clock, and first class only every evening at 8.0. The journey may be broken at Dover, Calais, and Amiens. By this route the traveller from London can reach Cannes in about 30 hours, Nice in about 31 hours, and Mentone in less than 36 hours.

ROUTE II.

London to Paris, via Newhaven, Dieppe, and Rouen, 240 miles. Departure from London Bridge or Victoria. In the winter the boats cross the Channel by night only. In summer there are two services, a fixed

departure each night, and a daily service with departure varying according to tide. This route, although involving a longer sea journey than *via* Dover and Calais, is shorter in actual distance, is considerably cheaper, and possesses the attraction of being the prettiest route to Paris, the scenery between Dieppe and Paris being strikingly picturesque. The journey may be broken at Brighton, Newhaven, Dieppe, and Rouen.

ROUTE III.

London to Paris, by Folkestone and Boulogne. A daily tidal service, the hour of departure varying each day. Departure from Charing Cross or Cannon Street.

ROUTE IV.

London to Paris, via the Thames and Boulogne. Passengers by this, the cheapest route to Paris, leave London at an hour regulated according to the tide. The tickets allow the journey to be broken at Amiens.

ROUTE V.

London to Paris, via Southampton and Havre. This route cannot be recommended for invalids, on account of the long sea passage combined with long railway journey in France. Departure from Waterloo Station.

Paris.

It is impossible in a work like the present to attempt a description of the places and objects of interest in and around Paris. The following list of Public buildings, with the

hours at which they are open, will, however, be found useful to the traveller :—

LIST OF PUBLIC BUILDINGS AND PLACES OF INTEREST IN PARIS.

Antiquities. See Louvre, Musée des Thermes, Bibliothèque Nationale, Ecole des Beaux Arts.

Archives (Palais and Musée des), open to the public on Sundays and Thursdays, 12 to 3, to travellers provided with a passport.

Arts et Metiers (Conservatoire des). Collections 10 to 4, Sundays and Thursdays gratis—on other days 1 franc. Library open daily except Mondays.

Beaux Arts (Palais or Ecole des), containing the fine hemi-cycle painting by Paul Delaroche. Daily 10 to 4 (free). In September, on Wednesdays, Thursdays, and Fridays only.

Bibliothèque Nationale. Reading-room daily 10 to 4. "Salle de Travail" open daily at the same hours except on Holidays, to persons provided with tickets. Cabinet of Coins, Medals and Antiquities. Tuesdays from 10.30 to 3.30. Closed a fortnight before Easter Monday.

Bibliothèque St. Geneviève. Daily, except Holidays, 10 to 3 and 6 to 10. Closed from September 1 to October 15.

Blind Institution. Wednesdays from 1 to 4 or 5, with permission from the Director, or by showing passport.

Botanic Gardens. See *Jardin d'Acclimatation* or *Jardin des Plantes*.

Bourse. Open daily, except on Holidays. Business hours 12 to 3 (Stock Exchange), and 3 to 5 for Mercantile transactions.

Catacombs. Shown the second and fourth Saturday

in each month to persons provided with a permit from the Prefect de la Seine.

Coins. See *Hotel des Monnaies and Bibliothèque Nationale*.

Compiègne. Chateau and Museum open to the public on Tuesdays, Fridays, Saturdays, and Sundays, 11 to 4, on other days to visitors by payment of a fee.

Deaf and Dumb Institution. Saturdays from 2 to 5, with permission from the Director, or by showing passport.

Egouts (Sewers). Generally on Thursdays in summer. Permission similar to that for the Catacombs required.

Fontainebleau. Chateau daily, except Tuesdays, from 12 to 4. Cook's Special Excursions from Paris, Thursdays and Saturdays during the summer.

Gobelins (Manufacture of Tapestry). Wednesdays and Saturdays, 1 to 3 in winter, 1 to 4 in summer.

Imprimerie Nationale (National Printing Establishment). Thursdays at 2, by permission.

Invalides, Hotel and Church of. Daily. Napoleon's Tomb, Mondays, Tuesdays, Thursdays, and Fridays, from 12 to 3. Military Mass on Sundays at 12, followed by parade.

Jardin d'Acclimatation. Daily till dusk. Admission, 1 franc. Sundays and Thursdays, 50 centimes.

Jardin des Plantes. Botanical Garden open the whole day. Zoological from March 1 to October 30, 10 to 6; during the rest of the year 11 to 4. By card, between 1 and 4. Natural History collections, Tuesdays and Thursdays, 1 to 4; in winter till 3. Sundays 1 to 4, and in winter till 3. Also by ticket on Tuesdays, Thursdays, and Saturdays, 11 to 2. Hot-houses by ticket obtained from a Director or from a Professor of the Museum on showing passport.

Louvre Galleries. Daily except Mondays. From April 1 to September 30, 9 to 5. Rest of the year 10 to 4.

Luxembourg Gallery. Same days and hours as the Louvre.

Madeleine. Walking about the church prohibited before 1.

Monnaie (Mint). Cabinet of Coins, Tuesdays and Fridays, 12 to 3, workshops on the same days by permission obtained previously from the Director.

Musée d'Artillerie. Tuesdays and Thursdays, 12 to 3 or 4.

Musée de Cluny et des Thermes. Roman and mediæval antiquities on Sundays and Holidays, 11 to 4.30, on other days by permission from the Director, or by showing passport.

Palais de Justice. Courts of Law sit daily except Sundays and Mondays, 11 to 3.

Pantheon. Dome and Vaults, 10 to 4 or 5. Fees, 30 and 50 centimes.

Pictures. Chief collections at the *Louvre, Luxembourg, Beaux Arts, and Versailles*.

St. Germain. Museum on Sundays, Tuesdays, and Thursdays, from 11.30 to 5, to 4 in winter; at other times on payment of a fee.

Sainte Chapelle. Daily, 12 to 4, gratis, except Mondays and Fridays, when a fee must be paid.

Sevres. Collection of Porcelain. Daily, except Holidays, 11 to 4. The Musée Céramique, on Thursdays only, by permission. Workshops by permission of the Minister of the Fine Arts.

Trianon. Grand and Petit. Tuesdays, Thursdays, and Sundays, 12 to 4.

Versailles. Museum (Picture Gallery). Daily, except Mondays, 12 to 4.

Vincennes. Donjon and Chapel daily, on payment of a fee. Salle d'Armes, Saturdays, from 12 to 4, by permission of the Minister of War.

Zoological Gardens. See *Jardin des Plantes*, also *Jardin d'Acclimatation*.

Route from Paris to Marseilles.

PARIS.

The station of departure is known as the Gare de Lyon. It is situated in the south-east corner of the city, a considerable distance from the chief hotels, therefore, ample time must be allowed for the journey, by cab or omnibus, and for the registration of baggage, stamping tickets, etc. The express trains to the south stop at but few stations, the following generally being all the stoppages: Montereau, Laroche, Tonnerre, Dijon, Macon, Lyons, Valence, and Avignon.

Soon after leaving Paris the railway crosses the Marne, and afterwards, upon two viaducts, the beautiful wooded valley of the Yères. Beyond this it traverses the plateau of la Brie, and thence descends the valley of the Seine, crossing the river near Melun (45 kils.). This town was besieged and taken by Henry V. and the Duke of Anjou in 1420, but only remained in the possession of the English ten years.

A short distance beyond Melun we enter the Forest of Fontainebleau. This forest is about fifty miles in circumference, and comprises 1250 miles of roads and paths.

The station of

FONTAINEBLEAU

(59 kils.) is 2 miles east of the town. The Palace of Fontainebleau possesses much historical interest, and is of vast extent. The oldest part dates from the reign of Francis I. The palace was restored by Louis Philippe. Neither the town nor the palace can be seen from the railway station. The line now passes over the curved viaduct of Changis, and beyond Moret (67 kils.) crosses the Loire upon a curved viaduct.

Montereau (79 miles) (buffet) is situated at the junction of the Seine and the Yonne. Here it was that Jean-sans-Peur, Duke of Burgundy, was assassinated in 1419, and here Napoleon gained a victory over the Wurtembergers, on February 18, 1814.

SENS

(113 kils.) is a clean little city, the ancient capital of the Sennones. The Cathedral is one of the finest of its style, founded in 972, and finished in 1168. It is interesting to English tourists as being in all probability the model of the choir at Canterbury, whose builder was William of Sens, 1175. The altar of St. Thomas is said to be the same at which Becket performed his devotions. One of the Cathedral bells weighs sixteen and a half tons. We next pass Laroche (buffet) on our right, and follow the route of the Armançon Valley. Beyond Tonnerre (buffet), Taulay, and d'Ancy le Franc, remarkable for their chateaux, we leave on the left Montbard, where the great naturalist Buffon was born, Sept. 7, 1707, and where he spent the greater portion of his life. Beyond the station of Les Laumes (275 kils.) is Alise St. Reine, on the slope of Mont Auxois, on the plateau of which stood the ancient Alesia, where Vercinge-

torix vainly attempted to rescue Gaul from the victorious legions of Julius Cæsar. A bronze statue of the Gallic hero, by Millet, with pedestal by Viollet le Duc, was erected in 1865, on the battle-field. Further on, on the left, we perceive the belfry of Bussy le Grand, at which village is the Chateau Bussy-Rabutin, founded in the 12th century.

The station of Verrey is the best starting-point to visit the Sources of the Seine, where a monument has been erected by the Department and the Municipality of Paris. We now pass through the Tunnel of Blaisy, 4480 yards long, constructed at a cost of more than £400,000. It leads from the basin of the Seine to that of the Saône and the Rhone. Embankments, cuttings, tunnels, and viaducts now follow in rapid succession until the train arrives at Dijon.

DIJON

(315 kils.) (buffet) is the ancient capital of Burgundy. It is situated 803 feet above the sea level, and contains nearly 40,000 inhabitants. The fertile plain in which it is built extends from the mountains of the Côte d'Or to the first slopes of the Jura.

The Cathedral of St. Benigne is noteworthy as dating from the 6th century. It was, however, frequently destroyed, and entirely reconstructed, the last time in 1280. Successive restorations have left little of the original fabric. The spire, 308 feet high, was erected in 1742. Other buildings of interest in the town are the Chateau, built at the end of the 15th century, now a barrack; the Palace of the Dukes of Burgundy (begun in 1366), now the Town Hall.

This Palace contains, besides the Oratoire or Protestant Chapel, one of the finest provincial Museums in France. Here are the tombs of Philippe le Hardi and his son Jean-

sans-Peur. The summit of the old town commands a very extensive view. The finest church is Notre Dame, of the purest Burgundian Gothic, erected 1220—1230. The town contains many interesting specimens of ancient domestic architecture.

From Dijon branch lines lead to Dôle, and Pontarlier, and to Besançon.

The main line to Macon skirts the vineyard districts and passes Chagny, Chalon sur Saône and Tournus, where is to be seen the great Abbey Church of St. Philibert, one of the most interesting romanesque edifices in France (early 11th century).

On the left beyond the Saône are meadows bordered by poplars; in the background the Jura range of mountains, above which can sometimes be discerned Mont Blanc.

MACON

(441 kils.) is the chief town of the Department Saône et Loire. The population is 18,382. It is now a modern French town with scarcely a vestige of antiquity, and is the centre of a great wine trade. Lamartine was born here, and has written a graphic description of his native town in *Les Confidences*.

From Macon a branch line runs to Culoz, Geneva, Modane and Turin.

The country between Macon and Lyons is varied and picturesque. After leaving the station of Vaise (a suburb of Lyons) we pass through the tunnel of Irinée, 7,134 feet long, under the hill of Fourvières, thence over a tubular bridge across the Saône to the Perrache Station at the southern end of

LYONS

(512 kils.) Here the express trains allow sufficient time for refreshment. The population of Lyons, the third city in France, is 343,000. It is situated at the height of from 170 to 310 yards above the sea level at the junction of the Saône and the Rhone. A bird's eye view of the town, and at the same time one of the finest panoramas in France, can be enjoyed by ascending the hill of Fourvières, on the summit of which stands the Church of Notre Dame de Fourvières. Directly beneath are two hills covered with houses, gardens, and fortresses, the river Saône spanned by many bridges and bounded by handsome quays; between the two rivers is the town of Lyons overlooked by the steep slope of St. Sebastian; on the left bank of the Rhone are the suburbs of les Brotteaux and la Guillotière; beyond is a vast fertile plain, and further still the slopes of the Jura, above which rise the snowclad peaks of the Pennine Alps; on the right, beyond St. Just, St. Irenée, and Ste. Foy, at the junction of the rivers, we can trace the valley of the Rhone till it loses itself in distance, thence the eye travels over almost the whole chain of the Dauphine, the Pelvoux, the Ecrins; on the left are the slopes of the Mont d'Or, dotted with villas; in the background are the chain of Izeron, the mountains of Forez; and on the south-west Mont Pilate.

The principal buildings at Lyons are the Cathedral of St. Jean, dating from the commencement of the 12th century, the Archiepiscopal Palace, the Palais de Justice, the Church of St. Martin d'Ainay, a very remarkable edifice of Pagan and Christian antiquity, the Hotel de Ville, the Museum or Palais des Arts (Picture Gallery), the Museum of Natural History, the Bibliothèque Publique (Public Library), the Hospital, etc.

Continuing our journey southward, and leaving the Perrache Station, we cross the Rhone to the left bank, and follow the course of the stream as far as Arles.

VIENNE

(545 kils.) is one of the most ancient towns in France. It is mentioned by Cæsar, by Ausonius, and by Martial, and contains some interesting Roman remains. This town was the cradle of Christianity in the West.

The view up the valley of the Isère, which is crossed near La Roche de Glun, is terminated by Mont Blanc some seventy or eighty miles distant. Beyond the Rhone is seen the Castle of Chateaubourg, where St. Louis, on his way to the Crusades, spent the Eve and Festival of the Assumption, 1248.

VALENCE

(618 kils.) (buffet) is capital of the Department of La Drôme. The Cathedral of St. Apollinaris, a romanesque building of the 12th century, is interesting from its peculiar construction. The town contains some fine specimens of domestic architecture of the 16th century. Many agreeable excursions may be made from Valence into the wine districts. On the side of the Rhone opposite to Saulce station (645 kils.) is Cruas, a curious fortified abbey, still retaining its ancient ramparts, gates, and donjon. The church is a most interesting specimen of 12th century Romanesque architecture.

MONTE LIMAR

(662 kils.) is remarkable for its Castle, one of the oldest military citadels in the South of France. Further on is Viviers, with its cathedral resembling a feudal fortress. From La Croisière station we can reach in half an hour Pont St. Esprit,

where the Rhone is spanned by a bridge of nineteen arches (besides four land arches), erected in 1310, and until 1806 the only bridge over the Rhone. It is more than three times the length of London Bridge and seventeen feet wide.

ORANGE

(714 kils.) (buffet) is situated on the Meyne, on the site of the ancient Aransio. The town is celebrated for its Roman remains. Here may be seen a Triumphal Arch of the same proportion as that of Sept. Severus at Rome, erected to commemorate the victory of Tiberius over the Gauls, also a Roman Theatre, one of the most perfect existing in France. We have now reached the country of the olive, although that tree is rarely met with north of Avignon. Soon the plain opens out. We remark long avenues of cypresses. On the left is Mont Pentoux, ascended by Petrarch in 1345.

Soon the spires of Avignon and the lofty towers of the Papal palace come into view, and we arrive at

AVIGNON

(742 kils.) (buffet). This ancient city of the Popes and capital of the department of the Vaucluse should certainly be visited, if time permits. The following are the most interesting places and objects:—The Museum, Church of St. Agricola, Hotel de Ville, Grande Place, Papal Palace, Cathedral, Promenade des Doms, Churches of St. Pierre and Didier, College and Tomb of Laura, Musée Requien, City Walls, Bridge of St. Benezet.

The city contains 38,000 inhabitants, and is situated on the left bank of the Rhone. It presents an imposing and picturesque appearance from the massiveness of its walls, its palace and its churches resembling so many fortresses, its numerous spires and towers, and the irregular mass of

buildings, parks, gardens, terraces, and old towers, overlooking the Rhone. The Cathedral was built in the first centuries of the Christian Era, on the ruins of an ancient pagan temple, and was reconstructed in 1038. At the side of the Cathedral is the Papal Palace, one of the grandest and most complete structures of the Middle Ages. It occupies a space exceeding 15,165 square yards.

The walls of Avignon, constructed by Viollet le Duc, are a perfect specimen of 14th century fortification. They are nearly seven feet thick, and are flanked by thirty-nine round or square towers, from one hundred to one hundred and twenty yards distant from each other.

Opposite Avignon, on the right bank of the Rhone, is the ancient town of Villeneuve-les-Avignon. At the foot of the northern slopes of the chain of the Alpines is St. Remy, remarkable for a Mausoleum and a Triumphal Arch, remains of the ancient Glanum. St. Remy is connected by a branch line with

TARASCON

(784 kils.) (buffet), a town of some 12,500 inhabitants, possessing a picturesque chateau, begun in 1400 and finished by King René d'Anjou.

The next place of interest is

ARLES

(777 kils.) (buffet, first-class), one of the most ancient cities in Southern Gaul, and was once the most important. Its Amphitheatre, constructed by Caligula or by Adrian, is the largest of all the monuments of this nature, erected by the Romans in Gaul. It measures 459 feet by 341, has five corridors and forty-three rows of seats, and was capable of containing 26,000 spectators. Arles also possesses the remains of the ancient Theatre, the Circus, Forum, and

Palace of Constantine. The Museum is rich in ancient remains, including some interesting sarcophagi. The Cathedral possesses a very curious porch, one of the finest art specimens of the 12th century, to which period also belongs the Bell Tower. Between Arles and the sea are innumerable salt marshes and lagoons. The railway passes over a viaduct of thirty-one arches and crosses the vast plain of Crau. Passing the lake of Entressen we enter a populous and fertile district. Beyond Miramas the train passes on the left a very broken country, and on the right the Etang de Berre, a vast inland sea having an outlet to the Mediterranean.

Beyond the junction of Rognac the railway pierces by means of cuttings, tunnels, and embankments, the triple range of hills which bound Marseilles on the north. On leaving a wild gorge bounded with dolomite rocks, we suddenly behold one of the finest panoramas in Southern France; and passing several suburban stations we soon arrive at the Saint Charles station of Marseilles.

Route from Paris to Genoa, via the Mont Cenis Tunnel and Turin.

The journey from Paris to Turin ($497\frac{1}{2}$ miles) occupies 22 hours, and the route is via Fontainebleau, Tonnerre, Dijon, Macon, Culoz, Aix les Bains, and Chambéry. After passing Amberieu, the scenery is very fine; the shore of Lake Bourget, a fine sheet of water, is skirted, and the Alps of Savoy are traversed. High mountains tower above the railway, which winds its way through picturesque valleys or on the borders of steep precipices, until it reaches Modane, which is the terminus of the French portion of the line. All passengers have to alight and pass through the

Douane. Registered luggage was formerly examined here, but the search is now transferred to Turin. The carriages of the Alta Italia Railway Company, running between Modane and Turin, are very comfortable and well lighted with gas.

After leaving Modane, the line still ascends, and soon enters the *Tunnel*, $7\frac{3}{4}$ miles long. The Mont Cenis Tunnel is well ventilated throughout, and not the slightest disagreeable sensation is perceptible. On the Italian side there is a gradual descent, and the railway, traversing the length of the Dora Valley, conducts the traveller to

TURIN.

Pop. 213,000. Hotels recommended: *Trombetta* and *Angleterre*.

Situation.—On the left bank of the river Po, at the western extremity of the great plain of Lombardy.

Description.—Turin, the capital of Piedmont, is a well-built, clean, and flourishing city. Its progress, however, received a sudden check on the removal of the court and seat of Government to Florence and Rome, and several large buildings then in course of erection (notably the Jewish Synagogue) have not been completed. The city is built in square blocks, and the streets are in many cases lined with arcades.

Buildings of Interest.—The Cathedral, the Palace Madama, the Royal Palace, containing some rich and tasteful decorations, the Armoury, the Egyptian Museum, the Academy of the Fine Arts, the University, Royal Academy of Science, the Civic Museum, the Monte Capucini, from which a fine view of the city and the Alps may be obtained, and the churches of St. John the Baptist, St. Filippo Neri, and St. Lorenzo. The Church of Superga, 5 miles distant, contains the Mausoleum of the Royal Family of Italy.

The journey from Turin to Genoa (601 miles from Paris) occupies from 5 to 7 hours, and the railway, along a portion of the route, crossing the Apennine range, winds its way through vast ravines, across mountain torrents, along lofty embankments, and passes through the solid rock by numberless tunnels. The only large town is Alessandria, one of the most strongly-fortified places in Italy, and the railway junction for Bologna, and for Milan. Leaving Alessandria, the line to Genoa passes through the battle-field of Marengo, famous in the history of the wars of the first Napoleon.

For Genoa, see p. 75.

MARSEILLES, HYÈRES, CANNES, NICE,
MENTONE, BORDIGHERA, SAN REMO,
GENOA, SPEZIA, PISA.

MARSEILLES.

Pop. 400,000. Hotel recommended: Hotel du Louvre et de la Paix, on the Cannebière. (See advt. on cover.)

Marseilles, the chief port of France, and the city next in importance to Paris, is situated at the head of a gulf, bounded by Cape Couronne on the west, and Cape Croisette on the east. The city was founded by the Phœnicians, about 900 years B.C., and has always been an important maritime city down to the present date.

The harbour is divided into two parts, the Old and the New Port. The Old Port lies on the eastern side of the gulf, and is surrounded by the old town. The New

Port is formed by the construction of a mole or breakwater, called the Joliette, about a mile and a half in length, which runs parallel to the shore, at the head of the gulf, towards the west ; the newer portion of the town is situated opposite the New Port, with a long river frontage. The Cannebière, or principal street, faces the Old Port, and runs at right angles to the quay. It is the centre of the business town, and is justly regarded with pride and affection by the Marseillais. Both by day and night it is the centre of animation, thronged by people from all parts of the globe, and resounding with the clatter of cabs, tramways, omnibuses, and heavy waggons, on the way either to or from the docks. In short, there is scarcely a busier or more interesting thoroughfare in France.

Marseilles is a port so important in itself, and so interesting generally, that tourists passing through it should not fail to devote a day to visiting this fine city, either in going or returning. The Hotel accommodation is excellent, and carriages may be obtained which will, in an afternoon, convey the visitor to all the places best worth seeing.

The principal public buildings are :—

The Exchange or Bourse, on the Cannebière, a fine modern French edifice, in stone, built in 1860.

The new Cathedral, opposite the Quai Joliette, an imposing building, built of grey and white Florence stone, in the modern Romanesque style, with gilded domes, and the façade elaborately ornamented in colours and gold. The ancient Cathedral stood close beside it ; but of this building, once the oldest in Marseilles, only a small portion remains.

The Church of Notre Dame de la Garde, a modern erection, also Romanesque, forms a very prominent object in the background, when facing the Old Port. It was constructed in 1864, on an eminence some 500 feet above the

level of the sea, and its porch commands a view, than which nothing much finer can be imagined. Immediately beneath, as you stand with your back to the church, are the blue, ever-rippling waves of the Mediterranean; in the distance, at the entrance to the harbour, the black, bare rocks of the Frioul Islands, one of them crowned by the frowning Chateau d'If, a famous State prison, in which, among others, Mirabeau, and other known characters in French history, were confined, but better known as being the scene of a thrilling incident in Alexandre Dumas' "Monte Christo." Towards the right, the foreground is filled by the thriving town of Marseilles, rising in gradual slope up the side of numerous hills; and the panorama is bounded, all along the horizon, by the spurs of the Maritime Alps. The church itself is small but elegant, and almost every inch of its walls is hung with votive tablets, placed there in gratitude for mercies supposed to have been vouchsafed through the intercession of the Virgin.

The Chateau d'Eau, or Palais des Arts, an elegant modern construction in white stone, which may have suggested the idea of the Trocadéro Palace in Paris. It consists of a double colonnade of Corinthian columns, in the form of a compressed semicircle, at each end flanked by symmetrical modern buildings. That on the right contains a Museum of Natural History; that on the left, an Art Gallery. The colonnade is capped by a dwarf tower in the centre, which commands a fine view from the top. Broad staircases of stone lead from the tower-garden to the terrace, and in the centre fountains, one placed above the other, form a very pleasing *tout ensemble* when seen from below. Behind the chateau is a well-kept public garden, in which aloes, palms, and other tropical plants flourish, and to the right is the Zoological Garden (one franc admittance).

Reformed Church of France, now in construction at the top of the Rue de Noailles. This building promises to be a very beautiful specimen of modern renaissance.

The Hotel de Ville, a neatly designed public edifice, and the Prefecture, similar in style.

Besides the public buildings, Marseilles possesses other interesting features. The visitor should not neglect to visit the Breakwater or Joliette. If the day is fine and the wind not too rough, it affords a sea view of surpassing beauty. The same may be said of the Prado, or sea beach. The road to it round by the shore, a distance of over three miles, is picturesque at every point. In the sea-bathing season, May to September, the Prado is the regular resort of all the gaiety-loving population, and about as pleasant an one as need be wished. The Avenue de Prado, a splendid avenue of planes and tamarisks, occupies the same place with the Marseillais as the Bois de Boulogne does with the Parisians. On Sundays and fête days it is thronged with pleasure-seekers.

We cannot do better than recommend the following itinerary, which can be easily performed between two o'clock and six o'clock. Start from the Cannebière, up the Boulevard Longchamp to the Chateau d'Eau. Thence turn to the right, and along Rue de la Republique to the New Port and Breakwater. Return along the Quay to the Old Port, and on arrival inspect some of the curious streets of the old town, but it will not be necessary or prudent to penetrate too far. From the Quay ascend to the Church of Notre Dame de la Garde, on the eastern side of the hill. It should be borne in mind that an extra charge will be made, on account of the difficulty of the ascent. In descending on the western side, the Institutions for the Young Blind, and for the Deaf and Dumb, may be visited. On reaching level

ground turn to the left, and along the shore to the Prado, returning by the Avenue de Prado.

Climate.—During a portion of the year the climate at Marseilles is delightful, but in summer and autumn the heat is frequently intense. The S.W. wind, called the Libeck, blows with great force in this part of the Mediterranean. The Mistral, a north-west wind, deadly to pulmonic sufferers, blows, on the average, 138 days out of the 365.

British Consulate.—92, Rue Dragon.

American Consul,—F. Potter, Esq.

English Church.—100, Rue Silvabelle. Sundays, 10.30 and 3.0.

LA CIOTAT,

23 miles from Marseilles, is charmingly situated on the coast at the foot of the Bec d'Aigle.

TOULON,

42 miles from Marseilles. Pop. 77,000. Junction for Hyères.

This is the principal Military Harbour of France on the Mediterranean. Hotel recommended: Grand Hotel.

Toulon is situated at the bottom of a double bay, and is protected by 11 forts. The Dockyard covers 240 acres. In 1793, the town surrendered to the English Admiral Hood; but in December of the same year, after a spirited resistance on the part of its small English garrison, it was retaken by the French, headed by Napoleon Buonaparte, then a lieutenant of artillery, twenty-two years of age, December 19th, 1793.

The view from the hill of La Malgue, S.E. of Toulon, is one of the finest in the South of France.

A steamer runs from Toulon to the Iles d'Hyères three times a week.

The railway from Toulon eastward runs more inland as far as Roquebrune, between the Mountains of the Maures and the northern range, among which are Brignoles and Draguignan. The country produces in abundance vines, olives and corn.

HYÈRES

(55 miles), pop. 11,000, is reached by a branch line of railway diverging from the main line at La Pauline station. The town lies on the slope of the Montagnes des Maures, about three miles from the sea, and abounds in pretty villas and pleasant walks. The climate is mild and dry, and the town, being sheltered by the mountains of les Maures, is especially adapted for invalids. The mean temperature in November and December is 59° to 64° , in January and February 55° to 58° , and in March and April 59° to 66° .

The low ground is richly cultivated. Orange and olive groves, vines, mulberries, pomegranates, and myrtle abound. Hyères is known as "les Palmiers," from the splendid palms which adorn the boulevards in the Place des Palmiers.

The old or upper town consists of narrow streets, steep and dirty. The principal church is that of St Louis, restored 1840, with a handsome Roman façade.

The prettiest part of the town is the lower portion, near the Place des Palmiers and Boulevard d'Orient, where apartments can be hired for the season. Pretty villas are also to be hired furnished at Costebelle, in the centre of pine-woods, between the town and the sea. Information as to lodgings may be obtained at the English Bank, 3, Place des Palmiers.

English Church.—Boulevard des Palmiers.

Hotel recommended—Hotel des Iles d'Or. All the Hotels receive boarders at from 10 to 13 francs per day, every thing included.

Post Office.—Boulevard National, near the Hotel des Iles d'Or.

Physicians.—Dr. Griffith and Dr. Biden (English), Dr. Vidal and Dr. Chassenat (French).

Amusements.—There is a Reading-room and Library in the Place des Palmiers. Two public Lawn Tennis Grounds are open during the season. Musical and dramatic entertainments are also given at frequent intervals.

SUBURBS.

Fenouillet and les Oiseaux, two hills about four miles from the town, give fine views; also l'Ermitage (2 miles) surmounted by the Church of Notre Dame, much frequented by pilgrims.

St. Tropez (32 miles) is a small seaport, beautifully situated in the Gulf of St. Tropez. Diligence daily in seven hours.

Les Salins d'Hyères. The bathing and seaside station of Hyères. Trains run at frequent intervals. There are large salt works on the shore.

The Iles d'Or. A group of wooded islands about nine miles from Hyères and two miles from the coast. They may be reached from Hyères by boat, or by steamer from Toulon or Marseilles.

Porquerolles (five miles in length). A military convalescent station with lighthouse. Restaurant and fine sandy beach. Port Cros and Bagaud, the latter fortified. Levant the largest and most beautiful. There is good anchorage in the roads, and a French training ship is stationed there. A penitentiary for boys has been built on the island.

Les Arcs (84 miles), population 3,000. The junction for Draguignan, chief town of the department of the Var. The country hereabouts produces abundance of fruit and flowers; the "Reine Claude" plum, much esteemed for confectionery, grows to great perfection. Several of the large perfumers of Paris have hundreds of acres of flowers under cultivation for the purpose of distilling perfumes from them.

Fréjus (98 miles), population 3,300, stands on the site of the ancient Forum Julii, named after Julius Cæsar. The town was formerly a port, but by the silting up of sand has been left a mile inland. A Roman arch, amphitheatre, and remains of a Roman Aqueduct, are still in existence, and can be seen from the Station.

St. Raphael (100 miles) is notable as being the spot where Napoleon landed in 1799 on his return from Egypt, and where he embarked in 1814 for Elba. The sea coast at this point is well wooded and very beautiful, but the shore is less protected from the Mistral than at Cannes or Mentone.

Between Fréjus and Cannes the railway runs along the coast. The promontory of Cape Roux, separating the Bays of Fréjus and Napoule, is traversed by tunnel cuttings and embankments. The line skirts the base of the Esterel mountains, which are partly of porphyry, and very picturesque in their formation. In these mountains may be seen the grotto of Santo Baume, the residence of St. Honorat, before he founded the monastery of that name on the island of Lérins.

On the southern point of Cape Roux, another grotto, hollowed by the hand of man, served for many years as the retreat of St. Eucher, afterwards Archbishop of Lyons.

Two wooded points known as Le Trayas are next reached,

which mark the western border of the department of the Maritime Alps.

Passing through the Tunnel of Saoumes the line crosses a large indented promontory capped by two peaks, the southern known as the Aiguillon (small needle), the northern as the Aiguille (needle). Just beyond, appear the two square towers of the Castle of Napoleon, built in the 14th century by the Count of Villeneuve. The train then coasts the Gulf of Napoule, whence may be seen for a few seconds the town of Grasse, and beyond it the snow-clad peaks of the Maritime Alps. After passing the hermitage of St. Cassien, numerous villas scattered here and there in the trees indicate the approach to the outskirts of Cannes.

CANNES

(123 miles), population 14,000. Hotel recommended—Hotel National, on the Boulevard la Croisette, facing the sea, in a central position. This is one of the most frequented wintering-places in the South of France. It is picturesquely situated on the Golfe de la Napoule in a sheltered position. It is protected from the N.W. winds by the Esterel mountains, and is in great repute as a wintering-place for consumptive and delicate persons. In winter the country is as green as in summer — olives, palms, oranges, lemons, pomegranates, and numerous descriptions of beautiful flowers abound. Jonquils, violets, roses, lemon-scented geraniums, cassia, jessamine, and other flowers are grown in great quantities for making scents.

The temperature of Cannes is admirably adapted for invalids and persons of delicate constitution. On the one hand the shelter afforded by the giant range of mountains which surround it on the land side, renders the climate

mild at a season when less favoured spots are bound in snow and ice; while, on the other hand, the cool sea breezes keep the air perfectly fresh during the hottest season of the year. The average temperature in summer and in winter does not vary more than twenty-five degrees.

The air is at all times more or less perfumed by the odour of the pine-groves which crown the neighbouring hills. Nor is this all: there is a beautiful sandy beach, gently sloping towards the sea, whose waters are warmer by ten to fourteen degrees than those of the Atlantic.

There is a fine sandy bottom for bathing all round the bay, and both east and west of the pier; but care should be taken to avoid those stations which are situated near the outfall of the town drainage. There is little or no tide in the Mediterranean, the bathing machines are consequently only fixed huts. Altogether Cannes is one of the most attractive bathing resorts on the shores of the Mediterranean.

So rapidly has Cannes increased in reputation of late years as a health resort, that there are now in the town and suburbs over 500 villas, chiefly inhabited by English families, and there are about 60 hotels.

Cannes consists of a main street, parallel with the coast, and the Boulevard de la Croisette, which is enlivened with shaded promenades and fountains. The west end of the town is that chiefly occupied by English families, and during the season some thousands of English live in the hotels, pensions, and villas in the new town. The residence of the late Lord Brougham is in the centre of the western part of the town. The English Cemetery, in which Lord Brougham is buried, is on a hill overlooking West Cannes, one of the most beautiful spot that can well be imagined. The old town lies at the foot of Mont Chevalier, surmounted by the

parish church: from this point the pier on the S.W. of the harbour extends. There is a fine view from the summit. The promontory of La Croisette, on the east of the town, abounds in heliotropes and other plants, and orange and lemon groves are in all directions. The garden of Hesperides in this quarter, is one of the sights of Cannes. The *Iles des Lérins*, namely *Ste. Marguerite* (noted as having been the prison of the Man in the Iron Mask, and for the escape of Marshal Bazaine, 9th August, 1874), and *St. Honorat*, on which is an old monastery and a church of the seventh century, are opposite the *Cap de la Croisette*.

Apartments or Furnished Rooms.—The best plan to adopt at Cannes, as at all fashionable resorts, is to drive to some hotel on arriving, and stay there a few days, making selection of apartments at leisure. The French law in respect to furnished apartments being drawn much in favour of the letter, great care should be exercised in taking rooms to have a clearly defined written agreement, specifying that all charges for water, gas, porter, or *concierge*, washing, etc., are included in the amount paid. In addition to this an inventory must be prepared not only specifying every article of furniture, but the condition of every separate piece, down even to cups, saucers, plates, and knives. Even a small spot on the paper of a room, if not specified in the inventory, may involve the cost of re-papering the room. Therefore, all things considered, the safest plan is to employ an agent to draw up the inventory.

Boarding-Houses or Pensions, like furnished apartments, should be selected. The usual charges in the pensions are from eight to twelve francs per day: wine, firing, and candles, are not included, except the use of the latter in the public rooms. Those who wish for information on the subject of board or apartments, should apply

to Messrs. Taylor and Riddett, 15, Rue de Fréjus. This firm publishes a weekly list of visitors, has a free Reading-room, and will give, willingly, information on all points connected with visiting Cannes.

Restaurants.—There are several good establishments of this class both on the west and the east side of the town. Many of the restaurateurs will supply dinners to persons occupying furnished villas for the season.

Post and Telegraphs.—Rue Bosu, close to the Boulevard de la Croisette and the Church of Notre Dame.

Omnibuses run from St. François, E., to La Bocca W. Also from the centre of the town to the point called La Croisette.

Pleasure Boats of all kinds may be hired for the day or by the hour. Fares one franc fifty centimes to two francs per hour, for boat with two men.

Steam Boats run to Marseilles every Thursday, and to the Lérin Islands twice a day; viz., at 10 a.m. and 1 p.m.

English Vice-Consul.—M. Barbe Patteson, Esq.

English Church Services.—Christ Church, Route de Fréjus; Holy Trinity Church, East Cannes; and St. Paul's, Boulevard du Cannet. Sundays, 11 and 3.

Free Church of Scotland.—Route de Fréjus.—Sundays, 11 and 3.

The environs of Cannes abound in picturesque roads in excellent condition either for numerous walks or for carriage excursions.

The following list of Promenades, Drives, and Excursions, which cannot be improved upon, is from the "Practical Guide," which may be obtained at Cook's Tourist Offices:—

Promenades, Drives, and Excursions.

Distances estimated from the foot of Mont Chevalier, as central.

Tourists pressed for time can gain the best idea of Cannes in a few hours by the following itinerary :—Croix des Gardes, Fréjus Road to La Bocca, back by the shore to Cannes, La Croisette, and Ile Ste. Marguerite.

Westward, along the Fréjus Road.

1. To La Croix des Gardes.—High road for half a mile to the Bridge of the Riou. There turn right up the gorge, foot-path picturesque to second bridge, “Pont Romain,” which cross, and ascend to the “Croix,” in its pine-grove, 500 ft. above the sea; fine view, 40 min. up. Allow, altogether, walking up and back, two hours. [It can be reached in carriage both by the road at back of Cannes over Mont Chevalier, and from Fréjus Road, by road to right beyond Lord Brougham’s. The carriage drive is, however, much less picturesque than the footpath.] Still finer view from Rocabillère Crags, one mile beyond “the Cross.”

2. Along the Fréjus Road, in continuation from the Bridge of the Riou.—*On the left*, the English Church. Villa Victoria, English style of fifteenth century, Mr. Woolfield’s. *On the right*, Castle of the Duc de Vallambrosa, formerly Lord Londesborough’s. “Château Ste. Ursule,” English style; Villa Eléonore-Louis, Italian style, Lord Brougham’s. *Left*, Villa St. George’s, Italian style, M. Grandval’s, formerly Sir Herbert Taylor’s; fine gardens, Château de la Bocca, feudal style, magnificent position. (From Cannes, two miles. Cannes may be reached from hence by the shore.)

3. In continuation from La Bocca.—One mile further to Hill and Hermitage of St. Cassien; and 1 mile Suspension Bridge over the Siagne (total, 4 miles). Thence grander scenery and three routes, viz. :—

(1.) To La Napoule, on the sea, at the foot of

the Esterel mountains, carriage road, $5\frac{3}{4}$ miles. Picturesque ruined Château of fourteenth century, taken and destroyed by Corsairs, June, 1530. (Total, by road, $6\frac{1}{2}$ miles; by sea, only $3\frac{1}{2}$ miles; can return by boat.)

(2.) To Les Pointus, twin mountain-peaks, right, horse-path, difficult ascent, but superb point of view.

(3.) To the Esterel, high-road, 3 miles. Ascent to its auberge, 3 miles. (Hence, ascent of Mont Vinaigre, the highest point, 2,000 feet, $1\frac{1}{2}$ hours. View from the top very fine.)

4. In continuation from La Bocca.—Road to the Mills of Abbadie, and villages of Pegomas and Auribeau, picturesque, 6 miles (total, 8 miles); $1\frac{1}{4}$ miles further to Chapel of Valcluse, 9 miles further to St. Césaire (see p. 42.)

5. To Fréjus, Roman remains, most interesting. The railway from Toulon to Cannes passes this town.

6. To the Perte de l'Agens River, near Vidauban Station ($2\frac{1}{4}$ hours by rail). In the side of the channel, Grotto of St. Michel, where 200 persons found refuge in the eras of the religious persecutions.

Eastward, along the Shore.

7. To La Croisette, cape, 2 miles; half hour's walk, or quarter hour's drive. "Jardin des Hespérides," famous, upwards of 10,000 orange trees; cultivated only for their flowers for perfumery. 20 lbs. of blossoms make but 15 grains of essence, "neroly," chief constituent of Eau de Cologne. A single local perfumer uses annually a million and a quarter lbs. of orange blossoms. (Hence sailing boat to Ste. Marguerite, quarter hour; tariff 10 francs. See p. 37, "Iles Lérins.")

8. The shore may be followed to the Golfe-Jouan;

numerous villas, admirable position, and railway station ; and

9. To Antibes ; on the railway from Cannes to Nice (see p. 43).

10. To Nice, Monaco, Mentone, and the Riviera, easy excursion by rail (see following pages).

Northward, inland.

11. To Le Cannet, $2\frac{1}{2}$ miles, carriage road. A hill-village, sheltered in the woods. The climate is even milder than at Cannes. In Villa Sardou, Mdle. Rachel, the French tragic actress, died Jan. 3, 1858. From market-place, higher up, good view.

12. To Vallauris.—Hill, with fine view of sea, snowy Alps, etc.; valley and village. Since the time of the Romans Vallauris has been the seat of a pottery manufactory. 4 miles by carriage road. Better by foot-path ; past Chapel of St. Antoine, 650ft., fine view, 1 hour's walk from Cannes. Mediæval paved ascent to Chapel, half an hour. From Chapel to Vallauris, 1 mile. (Hence higher, three-quarters of an hour to the Pézou and Incourdoules heights ; superb views.)

13. To Grasse, St. Vallier, Castellane, etc.—Carriage road throughout. Cannes to Grasse, 11 miles, to St. Vallier, 7 more ; to Castellane, 11 more. Two or three days well devoted to the neighbourhood.

Grasse. (pop. 13,000). Hotels. Distilleries of Flowers for Perfumes, Manufactories of Preserved Fruits. The flower fields and nursery gardens near Cannes, produce annually 500,000 frs. worth of flowers of orange, lemon, heliotrope, hyacinth, etc., which are sent to the Distilleries at Grasse. Chief House, Bruno Court. For preserved fruits, Joseph Nègre. (See advts.) In the Hospital, three paintings attributed to Rubens, "The Exaltation of the

Cross," "The Crowning with Thorns," and "The Crucifixion." The Hotel de Ville has a tower of the 11th century.

St. Vallier.—Magnificent panorama. (The Pont à Dieu, natural rock bridge over the Siagne, $1\frac{1}{2}$ hour, and St. Césaire, may be visited from here.) Onward, fine scenery, ascending and descending by Escragnoles, rich in fossils; magnificent sea view.

Castellane (pop. 2,000). Hotel. Most picturesque. In a valley. Above it, the Pass rises to 3,600 ft., almost as sheer as the Gemmi, with view of wonderful extent. The high road to Barrême, 14 miles further, crosses it. Near the Chapel of Notre Dame are the remains of an ancient castle, and of an old church, Roman in style.

14. To St. Césaire.—Carriage road. Two ways (form a good circuit). 1. By Auribeau (see p. 40), 17 miles; 2. By St. Vallier (see p. 41), 24 miles. Two or three days well devoted to the neighbourhood.

St. Césaire Village and Inn. Picturesque Grotto de la Foux. $1\frac{1}{2}$ miles further, magnificent stalactitic Grotto of Mons (carry lights). 6 miles further, source of the Siagnole, Roman Aqueduct conveying the water of the river to Fréjus. The Pont à Dieu, nearer St. Césaire, $1\frac{1}{2}$ hour (see above).

Circuits of One Day (Driving).

1. Cannes, Antibes, Monguis (fine panorama from belfry of church), Cannes.
2. Cannes, Vallauris, Vallebonne, Monguis, Cannes.
3. Cannes, Grasse, Le Bar, Vallebonne, Cannes.
4. Cannes, Mouans, Sarton, Grasse, Pegomas, Cannes.

Circuits of Two Days (Driving).

5. Cannes, Auribeau, St. Césaire, St. Vallier, Grasse, Cannes.

6. Cannes, Vence-Cagnes, Le Sault de Loup, Le Bar, Grasse, Cannes.

Excursions of Three Days (Walking).

7. By Vidauban (rail, $2\frac{1}{2}$ hours), Perte de l'Argens, Maures Mountains, Garde Freynet, Chateau de Grinaud, Forests of Chestnut-trees, Abbey La Verne, Collobrières, Gonfaron (railway station), Cannes.

8. By Grasse, St. Vallier, La Valette, Valley of Thoreuc St. Auban, Escragnoles, St. Vallier, Cannes.

ANTIBES,

127 miles from Marseilles, is a sea-port of about 2000 inhabitants. Between Cannes and Antibes, near Golfe-Jouan station, is the spot where Napoleon I. landed from Elba, March 1st, 1815. Antibes is beautifully situated on a promontory, and commands a fine view of the Bay of Nice and the Alpes Maritimes. The fortifications were erected by Vauban, and are well preserved.

After leaving Antibes, the railway traverses a rich and attractive district, and crosses the torrent stream of the Var, which, until 1860, formed the frontier between France and the Sardinian States.

NICE,

(Population 53,000). Hotel recommended—Grand Hotel, on the Quai St. Jean, facing Public Garden. Nice is the *ville de plaisir, par excellence*, of the Riviera. Inferior to Cannes, Hyères, or Mentone, as a winter residence for invalids, it is the centre of fashion and gaiety, during the season, which commences in November, and lasts until about Easter. Life in Nice is one perpetual round of balls, horse-races, regattas, concerts,

parties, and fêtes. Bands play on the promenades daily at certain hours, and the whole of the fashionable world turns out *en masse*, clad in gayest toilettes, to see and be seen on the Promenade des Anglais. Numerous trains run daily to Monaco and Monte Carlo, that strangers may seek fresh fields of amusement. New Year's Day and the Carnival are days specially celebrated at Nice ; on these occasions the town throws itself into the festivities with an *abandon* almost incredible to persons who have only seen the decorous *fêtes* of colder climates. At the Carnival, especially, the streets are in places actually inches deep in *confetti*, or sugar plums, from the rain of these missiles. The regatta also is an occasion which calls forth all the enthusiasm of the gaiety-loving Niçois.

Sea Bathing is very good, but the beach is formed of shingle. The English residents and visitors have introduced machines on the English system. Near Villefranche, and beyond the peninsula of St. Hospice, the shore is sandy, and there are some places very favourable for bathing.

The mean temperature of Nice during the months of November, December and January is 49° ; the average for the months of February, March, and April is 58° . January is the coldest month, and August the hottest. The air is very favourable to patients suffering from gout, rheumatism, or paralysis, and also in cases of scrofulous or glandular affections. The air is usually clear, the sun bright, and the rain-fall moderate, and the breezes are generally cool and refreshing. Invalids should, however, be very cautious how they go out when the wind is in the east, which it is on the average about forty days in the year. The south-west wind, which blows on an average about twenty-one days in the year, is usually very boisterous. The mistral, which blows chiefly in March and April, is the most dangerous of all.

The sheltered situation of Nice to some extent protects it; but all visitors should be particularly careful not to expose themselves to its blasts, as, in addition to its prejudicial effect on the lungs, it is usually accompanied by clouds of fine dust, alike unpleasant and injurious.

Nice, capital of the Department Alpes Maritimes, is 140 miles from Marseilles.

Situation.—This delightful town lies in the Baie des Anges, on the banks of the River Paillon, a mountain torrent, whose bed is frequently dry. The station is at the North-West Corner. The Avenue de la Gare, a fine boulevard, leads from the station in a straight line, through the centre of the New Town, to the beach.

Nice may be said to consist of three distinct divisions. The New Town is situated right and left of the Avenue de la Gare; the streets are large and planted with trees, the shops very good and elegant. The Old Town lies close to the beach, eastward of the river Paillon. Eastward of the Old Town is the site of the old castle, on a beautiful wooded slope, which commands most magnificent views, and eastward of the castle is the Port, or third division.

The best part of the city is the western portion, which has a handsome quay facing the river, a pleasant public garden, and a splendid esplanade, known as the Promenade des Anglais; a continuation eastward of this promenade, under the name Boulevard du Midi, leads to the Castle Hill.

The Cathedral, the principal churches, and the market, are in the Old Town.

At the head of all the towns of the Riviera, Nice progresses in public improvements calculated to increase the attractions of the town. Works are now in progress for constructing a pier in the centre of the bay, facing the Pro-

menade des Anglais, and also for covering in the broad bed which the torrent called the Paillon has cut for itself between the New and the Old Town, down to the shore. A large piece of valuable ground will be gained, which will be laid out as an extension of the Jardin Public, and a casino constructed upon it. The completion of these improvements will render Nice one of the most beautiful towns in Europe.

PUBLIC BUILDINGS.

There is nothing specially interesting either architecturally or historically in the public buildings of Nice. The following are the principal :—

Cathedral, or Church of St. Reparata. Italian style of the 17th century. No special features. Low Mass at 6, 7, 8, and 9 o'clock, daily. Sundays, High Mass at 10 a.m.; Vespers and sermon 3 p.m. Gothic church of **Notre Dame**, in the Avenue de la Gare, completed 1874, in the style of the 13th century. Daily Mass from 6 a.m. to 10 a.m. Sundays, High Mass at 9 a.m.; Vespers and sermon 3 p.m.

Public Library, Rue St. Francois de Paule; open 9 a.m. to 5 p.m.; contains about 50,000 volumes, and a few pictures of no particular value.

Natural History Museum.—Place Garibaldi; open Tuesdays, Thursdays, and Saturdays, from noon till 3 p.m. Contains fine Palæontological and Zoological museums.

Croix de Marbre.—A marble cross erected in 1568, in a street named after it, to commemorate the visit of Pope Paul III. to Nice in order to reconcile Charles V. and François I.

Statue of Massena.—In the centre of the Jardin Public.

Statue of King Charles Felix, erected on the quay west of the port, represents the King granting to Nice freedom of commerce.

Boarding-Houses or Pensions.—The boarding houses chiefly frequented by English and American visitors are on the Promenade des Anglais, or in the neighbourhood, but good board can be obtained in every part of the town. The usual charges are from ten to fifteen francs per day. Boarders should settle their bills weekly, or they may be required to pay for breakages, which cannot be verified after lapse of time.

Apartments or Furnished Rooms.—The best plan that visitors can adopt is to stay at some good hotel until they have selected their residence at leisure. Great caution should be exercised in making agreements, as it is not an unusual thing for persons in difficulty to try to extricate themselves at the expense of the unwary stranger who may take their rooms. For fuller information, see remarks on page 37, with reference to furnished apartments at Cannes. The charges for apartments for a family for the season are about as follows:—on the Promenade des Anglais, five to seven thousand francs, £200 to £280; at Carabacel, from three thousand francs, £120, to six thousand francs, £240; and on the Quai Massena, from three thousand francs, £120, to five thousand francs, £200. Every information given gratuitously to visitors at the British Stores. (See advertisement.)

Restaurant.—The London House, close to the Jardin Public. (See advertisement.)

Post Office.—20, Rue St. François de Paule. Open 8 a.m. to 9 p.m.

Telegraph Offices.—Rue du Pont Neuf, 14, and Rue Maccarani, 11. Branch offices at the Station, also

9, Place Grimaldi, and 8, Place Garibaldi. Messages to any part of France, 5c. (one halfpenny) per word; to Great Britain or other countries in the postal union, 25c. per word.

Galignani's Reading Room and Subscription Library, on the Quai Massena, opposite the Boulevard du Midi branch office of THOS. COOK AND SON, where every information as to tours can be obtained on application.

Clubs.—The Cercle de la Méditerranée, on the Promenade des Anglais, is a very fine establishment, containing concert, ball, and reading-rooms. Subscription, 60 francs per month; £8 to £10 for the season; receptions one morning in each week. English Club, Place Massena, frequented by the upper class; subscription, 30 francs per month. Table d'Hôte dinner at 6 francs; receptions, Wednesday mornings. Cercle Philharmonique, Rue St. François de Paule; open to strangers on presentation for ten days after arrival. Subscriptions afterwards—10 francs per month, or 50 francs for the year.

English Churches. — Trinity Church, Rue de France; services at 11 a.m. and 3.30 p.m.; sittings, 35 francs for the season. Chapel of Ease, at Carabacel; services, 11 a.m. and 3 p.m. St. Michael's Church in the street of the same name. Ornate services, 8.15, 11, and 3. American Episcopal, Rue Chauvain; services, 11 a.m. and 3.30 p.m. Scotch Presbyterian, Borreo Longchamps, two services.

German Chapel, Rue d'Augsbourg, off the Boulevard Longchamp. Services on Sundays at 10.30 a.m. Wednesdays, Bible Reading at 10.30 a.m.

Russian Church, Rue Longchamps. Services on Sundays, 11 a.m.; Vespers, Saturday, at 7 p.m. The church is open daily to visitors from 2 to 5 p.m.

Jewish Synagogue, Rue du Statut. Reformed Jewish, Rue du Pont Neuf, 15.

AMUSEMENTS.

Concerts.—Orchestral concerts are given in the public Garden, on Wednesdays, Thursdays, Saturdays, and Sundays. A Military Band plays on Tuesdays and Fridays. An orchestral concert is also given on the Boulevard du Pont Vieux, on Sundays.

Theatres.—By the terrible catastrophe of March, 1881, Nice lost its Italian Opera. There has been a talk of rebuilding the edifice burned down, but hitherto nothing has been done. The theatres now remaining are the Theatre Français, Rue Garnieri, near the Avenue de la Gare, and the Opéra Comique, Rue St. Michel. In the first-named building, operettas, comedies, and other plays, are performed.

Circus.—Rue Pastorelle. Performances during the winter, every evening at 8 o'clock; on Sundays and fête days an additional representation at 3 p.m.

Street Tramways.—From Place Massena to abattoirs on east side of the town, every twenty minutes between 7.40 a.m. and 7.40 p.m. Fares, 10 centimes platform; 20 centimes inside.

From the Railway Station and Place Massena to Port Lympia, tramcars leave the station every twenty minutes between 8.20 a.m. and 7.40 p.m. Fares, 10 centimes platform; 20 centimes inside.

Place Massena to California, west end of the town, every twenty minutes between 7.40 a.m. and 7.20 p.m. Return every twenty minutes between 8.30 a.m. and 7.50 p.m.

Place Massena to St. Maurice, northwards past the Station, every twenty minutes between 7.40 a.m. and 8.0 p.m. Return every twenty minutes between 7.35 a.m.

and 7.58 p.m. Fares, 10 centimes platform ; 20 centimes inside.

Steamers, to Genoa on Sundays at 6 p.m. ; to Marseilles on Sundays at 9 a.m. ; to Corsica once a week ; to Monaco in about an hour, on Sunday afternoons during the season.

Cabs.—Two places, 75c. per course in the day ; 1f. 25c. at night. By the hour, 2 francs. Four places (two horse), 1f. 50c. per course by day, and 2 francs by night.

English Consulate.—4, Rue de la Buffa. Bankers, Credit Lyonnais. (See advt. to face cover.)

American Consulate.—Rue Adelaide.

One of the most attractive features of Nice is its villas, many of which are built in most luxurious style, some of them having been the residences of persons distinguished in history. Among these may be cited the “Villa Smith,” on Mont Boron, the Villas Bermond and Peillon, fitted up for the Emperor of Russia. The following, situated on the Promenade des Anglais, will doubtless possess some interest : No. 25, Villa Delmas, where the Dey of Algiers lived after 1830 ; No. 31, Villa Louvaroff, lost and won in one night’s play at Monaco ; No. 47, Villa Lions, where the King of Bavaria died in 1868, and Fuad Pasha in 1869 ; No. 55, Villa Carlone, where Pauline Borghese, sister of Napoleon Buonaparte, lived in 1812 ; No. 57, Villa Blanc, the residence of M. Blanc, the late proprietor of the casino at Monte Carlo. The Rue de la Croix de Marbre contains the Marble Cross erected in commemoration of the meeting of Pope Paul III. with Francis I. of France and Charles V. of Germany, in 1538. In the street facing the Port (No. 4, Quai Cassini) is the house where Garibaldi was born, July 19th, 1807. Napoleon Buonaparte was kept for some time under arrest, in 1794, in a villa now No. 1, Rue de Ville-

franche, and in 1796, when chief of the army of Italy, he lived at No. 8, Rue St. François de Paule. The Barrack, formerly an Augustine convent, is notable from Luther having celebrated Mass here, June 20, 1534. The Place Masséna contains a bronze statue of the General. The house where he was born (May 8, 1758), is now the eastern end of the Grand Hotel.

Local Excursions (Walking and Driving).

1. *To Cimiez on the Hills* (the Civitas Cemeneliensis of the Romans), 3 miles. This town was once the capital of the Alpes Maritimes. It is delightfully situated, and is more sheltered than Nice. Roman remains, still in good preservation, are the Amphitheatre, the supposed Temple of Apollo, and the ruins of Baths. In the excursion to Cimiez, several other interesting points may be combined, as St. Pons, where is an Abbey founded in the reign of Charlemagne, A.D. 775, returning by the Fontaine du Temple and the Vallon Obscur, a fine gorge, half a mile in length. At St. Pons the inhabitants of Nice assembled in 1388, and declared for Amadeus VII. A fine view is to be obtained from the top of Mount Geina. The ascent of Mount Chauve (2,800 feet), via Cimiez, well repays the traveller. The Grotto of St. André, one hour's drive from Nice, contains some fine stalactites, and should by no means be missed. The route is up the rocky bed of the Regliou. There is also a stalactite grotto at Châteauneuf (9 miles from Nice), and a fine view may be had from this position.

2. *Westward, towards Cannes.* The river Magnan is $1\frac{1}{2}$ miles in this direction, and the scenery of the Valley of the Magnan is very picturesque. The river Var is reached by carriage in one hour or by railway in ten minutes, and a charming excursion may be made in this direction.

3. *Eastward, towards Villefranche.* There is a choice of four routes from Nice to Villefranche, viz.:—1st, by road over Mont Boron (where is the villa known as “Smith’s Folly”), 1 hour; the distance is 3 miles, and the sea is in view all the way. 2nd, by the old road, through olive groves to the summit of the Col de Villefranche, thence to the Fort of Montalban, from which can be seen the whole coast line from San Remo in the east to St. Tropez in the west; this point also commands a magnificent view of Nice, the valley of the Paillon, and the olive forests as far as the spurs of the Alps. 3rd, by the beach road, about the same distance. 4th, by railway, $\frac{1}{2}$ hour.

The olive is in flower in Nice at the end of April, and the olives are gathered from October onwards. The orange does not ripen before March, but is gathered for exportation at the end of December.

Carriage road from Nice to Mentone.

The journey from Nice to Mentone, by carriage along the Riviera di Ponente, occupies about 3 hours, or if walking about 5 hours. This road traverses the most beautiful part of the Riviera, and is far preferable to the railway. It passes above Villefranche, and commands a view of Beaulieu (which is in a wide bay, bounded on the south by the long peninsula of St. Jean) and Eza, a village situated on an isolated rock to the right. Eza was once the stronghold of Saracen robbers who terrorised over the district. The highest point of the road (2,100 ft.) is a bleak mountain district, about three-quarters of a mile before arriving at Turbia.

Turbia, named from its Trophæa, which was inscribed by Augustus with the names of the tribes he had conquered between the Adriatic and the Mediterranean. A huge Roman tower is now almost the only remaining antiquity. The view

from here is very fine; in the west can be seen the French coast, as far as Antibes, the island of Ste. Marguerite at Cannes, and the Esterel mountains; to the east, the Alps and the entire coast from Vintimille to Bordighera. Below lies Monaco, and on the left, higher up the mountains, is Roquebrune. Then the road crosses the base of Cap Martin, and descends amid luxuriant vegetation to Mentone.

A new road, much less difficult for horses, and offering at the same time views of considerable beauty, is now under construction, and is expected to be open during the present season.

The railway, on account of its low gradients and the numerous tunnels, does not afford many favourable points of view.

VILLEFRANCHE

(*It.* Villafranca), beautifully situated on the bay of the same name, was founded in 1295 by Charles II. of Anjou, king of Sicily, who created it a free port, in order to increase its population. Hence its name, which signifies "Free Town." From its position close to the foot of the mountains it is sheltered from the dreaded mistral and keen Alpine winds; its winter temperature is higher than that of Nice. The town proper, nestling between the sea and the mountains, consists of isolated houses, ranged one above the other. The Harbour, which is formed by a deep indentation of the coast, lies between the Cap of Mont Boron on the west and the peninsula of St. John on the east. It is about a mile and a half long, by three-quarters of a mile deep, and is now a station of the French Mediterranean fleet. A war vessel of the United States Navy is usually stationed here during the winter.

The neighbourhood abounds with orange, lemon, olive

and carouba trees, while the bay not only swarms with edible fish, but furnishes a number of rare and interesting varieties of marine mollusca and zoophytes.

Villefranche is in fact one of the best places on the Mediterranean for the student of conchology and the naturalist. The fishermen are the most expert on the coast, and supply the greater part of the fish consumed at Nice.

MONACO

(population 700, or, including the suburb of La Condamine, about 2,000) is picturesquely situated on a bold and prominent rock. It is the capital of the small principality of Monaco, which has gradually decreased in size until it now only includes the peninsula and the Casino of Monte Carlo.

The Palace of Monaco is shown on Tuesdays from 2 to 5 p.m., and contains many very handsomely furnished apartments. It is a good specimen of the military architecture of the fifteenth and sixteenth centuries.

The suburb of La Condamine lies close to the shore, between the promontory on which Monaco proper stands and Monte Carlo. It consists almost entirely of modern villas, and offers most pleasant quarters to visitors who wish to stay near the Casino.

The climate of Monaco is mild, and the sea-bathing popular, but more attractive than either are the "tables" at Monte Carlo, the next station to that of Monaco. The Casino at Monte Carlo on Ponte Focinan was for many years the property of M. Blanc, who so embellished it, and surrounded it with beautiful grounds, that it revives memories of the palaces in the "Arabian Nights."

The Casino was built from the designs of Garnier, the architect of the Grand Opera House at Paris. The façade, sixty yards long, which overlooks the terrace, consists of three

fine arcades flanked by elegant towers, upwards of 120 feet in height, with campaniles above them. On either side of the great balcony are sculptured groups. On the right, one representing Music, executed by Madame Sarah Bernhardt ; on the other side, Dancing, by Gustave Doré. On the west side is the private entry of the Prince of Monaco. The Great Hall is splendidly decorated by eminent French artists.

Roulette and *trente et quarante* tables, always at work, daily concerts of instrumental music, special concerts from time to time, and first-class dramatic entertainments given by artists in vacation, pigeon-shooting matches, and other competitions, render Monte Carlo one of the gayest and most attractive of resorts, and large numbers of visitors daily run over from Nice and Mentone, returning the same night by special late train.

The Benedictines and the Jesuits have institutions at Monaco. There are good bathing establishments in the bay, and the sanitary arrangements are excellent.

Pleasant promenades extend round the town of Monaco and the adjoining coast.

It is not the province of the compiler of a handbook to moralize upon the subject of play, as practised at Monaco. The whole question has been taken up by an influential Society, which is endeavouring to induce the French Government to put an end to what is regarded as a plague spot infesting one of the most beautiful corners of Europe. Nevertheless, so strong an interest is felt by tourists in regard to the Casino at Monaco, that a slight sketch of the *Salon de Jeu*, from personal observation, will not be out of place.

On entering the Casino the visitor finds himself in a magnificently-decorated hall, lighted from above, paved with

various-coloured marble, and flanked by elegant columns. On the right of the entrance is a *vestiaire* for overcoats and umbrellas ; on the left, an office where cards of admission to the gaming-tables are issued. Every applicant for a card is required to state his name and nationality, and his last address. A green card is then handed to him, on the back of which he must sign his name before leaving the office.

On the side of the hall opposite the entrance, and facing the sea, is the Theatre, a most gorgeously-decorated construction, with excellent acoustic properties. Every seat is a fauteuil, or stall, is cushioned in red velvet, and magnificently-mounted mirrors adorn the walls. Printed notices, prominently displayed, state that under no circumstances can seats be reserved. Every visitor enters upon terms of equality. The orchestra, which plays daily at 2.30 and 8.30, is beyond comparison the finest in Europe ; and the selections of music given are taken from the best works of composers of all nations.

The Reading Rooms, to which admittance is free, face westward, and, like all the rest of the building, are fitted in most luxurious fashion. The Billiard Room is upon a similar scale. Everything, in short, is so sumptuous, that the visitor is inclined to ask himself, in silent wonder, "How is all this paid for ?" Let him present his card at the entrance to the Salle de Jeu, and his curiosity will be quickly satisfied.

The padded doors swing silently on their hinges, and give entrance to a magnificent Assembly Room, decorated in the Persian style, and rivalling in splendour any of the royal palaces at Versailles, the Louvre, or Fontainebleau, with polished oak floor. Near the entrance a crowd is leaning over a large green table, just as though watching some scientific demonstration. Crowds are similarly engaged

in the right and left wings of the room, and a fourth at the end opposite the entrance.

Approaching the various groups on tiptoe—for, beyond the occasional call of the croupiers, absolute silence prevails—it will be seen that three of the tables are for *roulette*, and the fourth for *trente et quarante*. The *roulette* tables are laid out in squares, somewhat like the quadrangular figure which English children construct for “hop-scotch.” The squares are numbered with figures ranging from 1 to 36. On one side of this figure are compartments marked respectively “even,” “passes,” and a red diamond. The corresponding compartments on the opposite side are marked “odd,” “wanting,” and a black diamond. At each side of the roulette is “zero;” and at the opposite ends are squares marked “first dozen,” “second dozen,” and “third dozen.” The roulette, or wheel and ball, is in the centre, between two tables. Opposite to it, facing each other, are the croupiers, with piles of five-franc pieces and napoleons, and bundles of notes of 100 and 1,000 francs; and at each end of the table is a croupier, who superintends the distribution of the winnings.

Every time the game is called money is showered down on all parts of the table. Five francs is the minimum stake. The croupier in charge calls out, “Faites votre jeu, Messieurs.” The ball and wheel are set rolling, and in a few seconds hundreds of pounds are won or lost. Five-franc pieces are mostly staked on the numbers, and gold upon the side compartments. The compartments of the wheel into which the ball falls are either red or black, and the numbers run up to 36.

Let us suppose No. 15 turns up: all who have placed money upon square 15 receive 35 times their stake; all who have placed money on the square marked “uneven”

receive their stake back with a like amount added, and those who have staked on the second dozen receive their stake with twice its value added. On the other hand, all sums placed on any number other than 15 are lost; and also all sums staked on the square marked "even." In like manner all money upon "pass," is lost, because the number is below 18, but all money upon "wanting" gains. If the number thrown is zero, the table takes the whole of the stake. The croupiers first rake in all sums lost, and then proceed to throw upon the squares occupied by winners the sums due to them, which, in most cases, they clutch with eagerness. Directly the settlement is finished, money showers down upon the tables for the next throw.

The chief thing which strikes the observer is the remarkable family likeness in nearly all the faces that surround the tables. There is an expression which can only be compared to that caused by the pangs of physical hunger. The writer of these lines has unhappily seen occasionally the expression of actual starvation—a thing once seen never to be forgotten. The same expression, though in modified degree, accompanies the thirst for gain which marks the gambler. Women surround the tables in numbers, but any sign of softness or womanly nature at Monaco is a *lusus naturæ*. Fierce and eager, they grasp their winnings, and the despondency with which they watch the disappearance of each sum lost is rapidly succeeded by the keen excitement with which they await the result of the next throw. The picture is not a pleasant one; let us turn our back on it.

The *trente et quarante* tables are worked by the distribution of cards. Here the minimum is a napoleon, and piles of gold are laid all over the tables. The gamblers appear to belong to the moneyed class, although they all wear more or less the mark of the cursed gold fever.

With regard to the winnings of the establishment, careful observation leads to the conclusion that the table gains from four to six pounds sterling at each throw. Assuming forty throws to the hour, each table would gain about two hundred pounds per hour, and calculating eight hours' play per day, each table must realize from £1200 to £1500 per day. The *trente et quarante* tables, although the play is higher gain in less proportion; but when eight tables are running at once, it is evident that the harvest must be tremendous.

The suppression of this gigantic whirlpool, which yearly engulfs so many thousands, is evidently only a question of time. In the meantime, Monte Carlo will always be visited by the curious, many of whom will have only too good reason to remember their experiences there.

The respectable inhabitants of Monaco, Nice, and Mentone are almost entirely in favour of suppressing the Casino at Monte Carlo. They affirm that the questionable visitors who now haunt the neighbourhood would disappear, and that at no distant date a prosperous and moral community would settle in this beautiful spot, which would rapidly become as popular a resort as Nice, Cannes, or Mentone.

MENTONE

(population 7,000). Mentone, $154\frac{1}{2}$ miles from Marseilles, formerly belonged to the Principality of Monaco, but was annexed to France in 1860. This charming town stands like an amphitheatre upon a promontory which cuts into two unequal parts a semi-circular bay of about six and a half miles in breadth, bounded on the east by the slopes of Cape de la Murtola and on the west by Cape Martin. The eastern section of the bay is partly overshadowed by abrupt rocks, which descend close to the shore; the western section, usually called gulf *de la paix*, from the tranquillity of

its waters, is bordered by alluvial lands continually increased by mountain deposits, and watered in winter by the three torrents—the Carei, the Borrigo, and the Gorbio. In every direction the eye is surfeited with verdure; near the shore orange and lemon groves and exotic plants; higher up, olive groves, and on the upper slopes, pine forests.

The higher, or old town, stands on slopes so steep that no carriage can ascend to it, the houses being ranged one above another like the stages of an amphitheatre. Nevertheless it is in many respects more interesting than its modern rival. Its narrow, battlemented, silent, and sombre streets, which are in many places little more than tortuous staircases, often steep and ill-paved, carry the visitor back into the Middle Ages. Yet strange and weird as it is, the natural beauties of the spot are such that the artist cannot traverse a single street without finding a hundred new and ever-varying charms. Every step unveils a subject for a sketch or a picture.

The new town consists of a street which runs for two-thirds of a mile parallel to the sea at the foot of the hill. At each end to this street are hotels, villas, and private houses offered to visitors. Everything in this favoured locality is suited to the requirements of invalids and persons of delicate constitution. The climate is perhaps the mildest upon the entire coast. Fogs and dews are unknown, the sky is cloudless, the town is so encircled by mountains that the mistral is scarcely ever felt, and the temperature scarcely ever falls below the freezing point. According to Dr. Henry Bennet, an English physician who may be said to have discovered Mentone twenty years ago, persons affected with pulmonary disease, either in the first or second stages, derive great benefit from passing the winter there. The quarters of the town situated on the eastern bay have the highest average

temperature, being least exposed to the east wind. The eastern quarter is generally the most satisfactory for invalids.

According to observations taken by M. Brea, a French savant, rain falls on an average eighty days in the year ; the sky is cloudless during 214 days, and cloudy 71 days. With so superb a climate, and with luxuries and comforts equal to those of any winter resort in Europe, it is no marvel that Mentone should be a favourite residence with invalids.

Hotels.—The Hotels in correspondence with THOS. COOK & SON are three in number. In the principal street, Hotel de Menton ; West side, Hotel de Turin ; East Bay, Hotel d'Italie—beautifully situated, and a first-rate family Hotel. (See advt. page.)

Boarding-Houses, or Pensions.—The charges vary from 7 to 12 francs per day. A large number of houses are, during the season, let furnished. Information as to position, terms, etc., can be obtained from Mr. T. Willoughby, English grocer, in the principal street ; and visitors would do well to consult him before making engagements, on account of the peculiarities in the French law of landlord and tenant. (See observations on p. 37.)

English Church Services are held at Christchurch, East Bay ; and St. John's Church, West Bay ; at 11 a.m. and 3 p.m. There is also a Presbyterian Free Church.

Club.—The Casino, or Club House, is in the centre of the Town. It has reading-rooms and assembly rooms, in which balls, concerts, and dramatic performances are given during the season. The rate of subscription is 60 francs.

English Physicians.—Dr. Henry Bennet, Dr. Siordet, and Dr. Marriott.

Omnibuses and Cabs.—Omnibuses run every ten

minutes from one end of the town to the other ; fare 40c. The charges for cabs are a little higher than at Nice.

Sea Bathing.—There are good baths in the East Bay, but the water close to the shore is much discoloured by alluvial earth when the sea is rough.

Geological Formation.—The mountains surrounding Mentone are formed of oolitic limestone. The Town stands partly on a stratum of coarse sandstone ; the hills in the bay are of the same formation. Close to the shore of East Bay have been discovered in the sandstone rock deep caves, evidently dwellings of prehistoric mankind. Several of these caves have been explored, and found to contain, together with bones, large numbers of flint and bone implements of the palæolithic period. Other caves yet remain to be explored by visitors fond of archæology.

The neighbourhood of Mentone abounds in natural beauty, and numerous enjoyable excursions may be made—to the Vallée Cabrole, Vallée Gorbio, Vallée de Menton, and to Cap Martin, also to Grimaldi, beyond the frontier bridge of St. Louis, etc. Here may be seen Dr. Henry Bennet's beautiful Botanic Garden and Saracenic Tower, an interesting restoration of a ninth century building. The following are among the other attractive excursions which may be made from Mentone :—

1. To Monti and the Cascades, and thence to Castiglione, and Sospello, which is a village 1,174 feet above the sea level.

2. By Castellar to the summit of Mont Berceau, whence there is a magnificent view of the coast and the sea—with Corsica in the extreme distance.

3. To Ste. Agnès (situated on a rocky ridge), returning by Gorbio and Roquebrune. The ascent of the

Aiguille may be made from S. Agnese in about $2\frac{1}{2}$ hours, and is a higher point of view than the Berceau.

4. To Camporosso and Dolce Acqua, via Vintimille. At Dolce Acqua there is an ancestral castle of the Doria family of Genoa.

The drive along the coast from Mentone to Bordighera commands an ever-changing panorama of coast and mountain scenery. The Italian frontier is formed by a deep gorge spanned by a bridge called the Pont St. Louis. The following extract from "COOK'S HANDBOOK TO NORTHERN ITALY," will give an idea of the spot:—

"This ravine forms one of the sights of Mentone. Its sides are formed by fearful precipices, torn and splintered by tremendous convulsions. The crags which tower far above the head of the spectator, are really in danger of toppling over, for the little streams of water which trickle down their bleak sides, are slowly undermining their stability. Long grasses, curious ferns, and creeping plants grow on the stone ledges, and trail over the numerous fissures. A path, about two feet wide, sometimes only twelve inches, winds round the abyss at a great height; and it is quite common to see the peasants walking rapidly along this perilous route, with large bundles on their heads or backs. A torrent leaps into the gorge at its narrowest recess, and tumbles in a succession of cascades from height to height, until it reaches its stony bed below. At the narrowest part of the chasm it is crossed by the slender bridge, which for many years formed the only means of communication at this point between the two countries."

VINTIMILLE,

162 miles from Marsilles, is the next station beyond Mentone. Here all luggage is examined by the Italian customs if going into Italy, and by the French customs if going from Italy into France. Vintimille, which is an Italian frontier fortress, is situated on a hill overlooking the river Roja. A fine view of the snow clad Col di Tende as the train crosses the Roja.

BORDIGHERA,

164 miles west of Marseilles. Hotel recommended—Hotel d'Angleterre. (See advt.)

Bordighera is an Italian village, similar in character to nearly all the Italian towns on the Riviera. The town proper is constructed on the summit of the point which shelters the eastern bay, and its streets are paved and buttressed like those of old Mentone and old San Remo. But the reputation of the climate has created during the last ten years a modern suburb called Borgo Marina, to which many of the best English families yearly resort during the winter.

The modern town, consisting of a single street, and of a number of isolated villas, lies on a plain, bordered on the south by the sea, and on the north by a semicircular sweep of the Maritime Alps. Bordighera is the great seat of lemon culture, the crop being more certain than on any other part of the coast, by reason of the constant water supply. The neighbourhood is also unrivalled in regard to the abundance and luxuriant growth of its palms, which are cultivated for profit, and which furnish the greater part of those used in the festivals of the Roman Church. A monopoly of supplying these palms to the Vatican was conferred several centuries since under singular circumstances.

When the obelisk in front of St. Peter's was erected, the work of raising the monument was considered so critical that the spectators were forbidden, under pain of impalement, to speak one word, lest they should distract the engineer in charge of the work, and thus imperil its completion. At a critical moment the ropes stuck fast, and it was feared the weight of the stone would bring everything down with a crash, when a voice in the crowd cried, "Wet the ropes!" This was done, and the con-

sequent tension of the ropes carried the work through. The Pope sent for the owner of the *vox clamans*, who proved to be a sailor. After reproving him for having put in jeopardy his life, and hearing his explanation, the pontiff desired him to ask any favour of the Holy See. The favour asked by the sailor, and granted by the Pope, was the palm monopoly for his native town, Bordighera.

Setting aside its advantages as a health resort, no traveller who skirts the shores of the Mediterranean should fail to spend at least one day in Bordighera. Some slight disappointment may perhaps be felt on arrival at the station, but the natural beauties of the neighbourhood are such as will speedily compensate for it. There is nothing whatever in the new town worth seeing. The visitor should therefore at once devote his attention to the country. Turning northwards up any of the roads out of the principal street, he will at once come upon a scene of surpassing beauty. He will find himself in the centre of a district of great extent, covered almost entirely with olive, orange, and lemon-trees. Many of the olive-trees, although believed to be from seven hundred to a thousand years old, are yet vigorous and extremely beautiful. A few hundred yards from the street, a broad boulevard of gravel crosses the road at right angles. This thoroughfare, formerly a Roman road (the *Via Aurelia*) has been selected for a site, whereon are constructed several very fine modern villas. This road, the Strada Romana, may be followed eastward or westward; the prospect, although dissimilar, will be equally beautiful. Turning eastward, the boulevard passes the Villa Bisehoffsheim, a beautiful Italian residence, which was occupied recently by the Queen of Italy. A Latin inscription in coloured Mosaic, commemorating her Majesty's recovery from sickness, runs right round the cornice, above the first floor windows. Following the

boulevard, between gardens filled with superb palms and other exotics, the visitor arrives at the point whose summit is covered by the old town. Here let him turn and enjoy a view unrivalled on any part of the coast. Looking westward, the landscape is filled with a vast forest of olive-trees, relieved on the near foreground by luxuriant palms, many of them fifty to sixty feet high, Norfolk Island pines, and, indeed, a perfect jungle of tropical vegetation. The near coast-line is occupied by the frowning fort and harbour of Vintimille ; next beyond, another sweep of the coast, specked by the white villas of Mentone ; again beyond, the bold outlines of the Principality of Monaco ; still further, the long, sweeping promontory of Antibes, crowned by a lighthouse ; and, lastly, if the day is clear, the blue outlines of the Esterel mountains, westward of Cannes, half blended in the distance with the dazzling blue of sea and sky. The whole landscape forms a panorama never to be forgotten. On clear days Corsica is also visible.

Excursions.—There are many beautiful walks and drives in the neighbourhood. Among them may be named visits to the hill villages of Sasso, Siborga, La Colla, Perinaldo, and Bigna. Any of these excursions may be made on foot.

Carriage drives may also be taken to San Remo, to Vintimille—where among other interesting features may be seen the ruins of a Roman Theatre—Borghetto Vallecroisia ; Dolce Acqua ; and, above all, to the magnificent valley of the Roja by Aeroli, as far as the French frontier, an excursion which for beauty of scenery has no rival in any other part of the Riviera. The student of geology will find prolific beds of pliocene fossils in the adjacent valleys.

Climate.—Persons in delicate health will find Bordighera among the most beneficial spots on the coast. Accord-

ing to Dr. Sparks, the climate agrees in the main with that of other neighbouring health resorts, with this exception, that it receives more sea air. Dr. Goodchild considers that it is better protected from the eastern winds than either Mentone or San Remo, but more exposed towards the west. The water supply and drainage are good, owing to the soil consisting of sand and shingle to a depth of about forty feet. The mean temperature resembles that of the west bay of Mentone, while, being further removed from the mountain-tops it has fewer rainy days. The climate is specially good for chronic rheumatism, phthisis, diabetes, Bright's disease, etc.; and, in fact, all cases where an equable dry and bracing climate is required.

English Church.—Holy Communion and sermon at 10.30 a.m. Evening Prayers, 3 p.m.

English Physician.—Dr. Goodchild.

SAN REMO.

(Population 1,800.) Hotel recommended—Hotel Victoria, on the Eastern Bay. Large and well-kept gardens extending down to the sea, with facilities for bathing.

San Remo proper, originally a strongly-fortified town, lies in the centre of a deep bay, facing south. The Italian side of the bay is protected from east winds by the promontory known as Capo Verde, which rises to an height of 350 feet. The old town rises from the shore to the lower slopes of the Monte Bignone, a mountain over 4,000 feet in height. The rapidly increasing popularity of San Remo as a health resort, has developed, eastward and westward, along the shore, two charming modern suburbs. The eastern suburb lies on a gentle slope, and consists of a well-kept boulevard or thoroughfare, flanked on the upper side by beautiful private residences, each standing in its own gardens, and on the

lower side, nearest the sea, by fine hotels and furnished villas, let wholly or in part to foreign visitors. All of these habitations have large gardens, filled with tropical vegetation, orange and lemon-trees, and exotic flowers, which grow most luxuriantly; they are all double fronted, facing north and south, and the southern rooms are delightfully sunny all through the winter and spring.

The western town lies on a slope considerably more abrupt than the eastern. Close to the shore runs the railway; immediately above it a long promenade known as the *Corso Mezzogiorno*, or *Boulevard du Midi*, planted with fine palms and other tropical plants. Rising abruptly behind this promenade are terraces with beautiful tropical gardens, containing well-built modern hotels and villas. Above these, encircling the bay, are large groves of lemon, orange, and olive-trees, and again, above all, the giant mountains of the *Alpes Maritimes*, thickly covered with pine woods. The two modern suburbs are connected by a well-paved modern street with several good shops, which form the lower part of the old town. Between this part and the sea is a small public garden, where a band performs three times a week, and south of it a pier which, projecting into the sea, forms a small port.

The old town, probably founded by the Greeks, was by them called *Leucotea*; on becoming subject to the Romans in the reign of Augustus, B.C. 12; it was thereafter called *Matuzia*. In the ninth century it was taken by the Saracens, who held it for about one hundred years, but in 972, when they were expelled by Count *Guglielmo*, of Florence, the Italian population returned, rebuilt the town and named it in honour of their patron Saint, *San Romolo*. In the fifteenth century it was sold to the Genoese Republic and renamed *San Remo*.

To convey anything like an adequate impression of this strange relic of mediæval history is next to impossible. The visitor who wishes to explore this *terra incognita* enters a large quadrangle, in which are the Town Hall and Municipal Offices. At almost any hour of the day it is thronged by the Italian population, male and female, adult and juvenile, who pass and repass in rapid succession, evidently bent on the business of the day. The women generally are wrapped in the bright coloured kerchief which the Italians so delight in, and the great majority carry large bundles on their heads. From this square rises a steep pebble-paved ascent, traversed every two or three yards by dwarf stone steps. The width rapidly diminishes with the ascent, until the way becomes a narrow court, covered in here and there by half-subterranean arches. So confined are the limits that the visitor can scarcely realize that he is in a public street, but feels inclined to apologize for intruding on the privacy of the denizens. Right and left of the highway are narrow doorways, many of them not wider than three feet, generally open, and disclosing a flight of stone steps less than two feet wide, sometimes winding upwards with the building, sometimes winding downwards into the basement. Round nearly every door swarms of children play, while men and women sit on the steps, the latter generally knitting, and the former smoking. Numbers of laden asses wait at the doors of houses (for no other beasts of burden can mount the steep ascent), while the stream of life flows up and down without cessation or interruption. As the visitor rises, streets exactly resembling the main ascent diverge right and left, always in one upward direction, and always presenting the same characteristics. The buildings, which contain several storeys, are for the most part so close together that it seems as though opposite neighbours might easily shake hands across the

street. They were evidently constructed for defence, the lower windows being barred and the upper floors loop-holed, while queer buttresses span the narrow way between the houses. Here and there the highway passes under strong vaulted arches evidently of great antiquity, and formerly guarded by gateways, so that in case of 'attack the town could be defended by stages up to the highest point. At the top of the town a plateau is reached which commands very fine views of the bay, the valleys descending from the mountains to the coast, the lower olive-clad slopes of the mountains and the upper slopes with their setting of dark-green pine forests. The valleys of the east and west sanctuary are extremely picturesque from this point. No visitor to Mentone should fail to make himself acquainted with the old town, whose warren-like buildings contain a population of nearly 11,000 souls.

The Church of Madonna della Costa, and the Hospital for Lepers, called *Il Leprosario*, are situated at the northern part of this eminence; and more prominently still, the Villa Carbone, with octagonal tower, from whose summit the Island of Corsica is often visible (fee, 50c.)

The principal features of interest in San Remo are :—

1. The West Pier of the harbour, which commands a beautiful view of the town and the verdure-clad hills which overshadow it, relieved by the scarlet or white buildings, whose tops peep out among the luxuriant foliage of the wooded slopes. The highest buildings visible are those of the village of San Romolo, at the foot of Monte Bignone.

2. The Giardino Pubbico, which contains fine tropical plants, although still in a somewhat unfinished state. It is here that a military band plays three times a week.

3. The Giardino dell' Imperatrice, at the west end of the Boulevard du Midi, laid out by desire of the

late Empress of Russia, who visited San Remo previous to her last visit to Cannes. The Berigo Road, in the same direction, is a very beautiful thoroughfare.

4. The Cemetery, or Campo Santa, on the west side of the town. The monuments it contains are mostly of marble, and the centre is planted with cypress-trees. The Cemetery has a fine look-out over the mountains.

The Environs.—The walks in and about San Remo are numerous, and of great beauty. Westward, Capo Nero and Ospedaletti are easy of access; and eastward Poggio, Capo Verde, and Taggia—all will repay the exertion of visiting them on foot. Strangers who cannot walk so far can hire donkeys in the town on moderate terms; otherwise they must content themselves with rambles among the tranquil thoroughfares which pervade the olive groves. Good pedestrians will find ample variety of excursions among the Alpes Maritimes, not omitting the ascent of Monte Bignone.

The excursions that can be made in carriages are but few, most of the roads lying along the mountain-slopes, and following the coast line. New roads are, however, in construction to Varese and Pero Carlo, as well as in other directions, both eastward and westward, which will afford greater variety. An extremely fine drive of $2\frac{1}{2}$ hours is that to Taggia, where resided the late Dr. Rufini, author of "Dr. Antonio."

Theatre.—In the Via Victor Emanuele, in the centre of the town. There are performances of Italian opera during the winter.

English Church.—In the Via Roma. Services at 11 a.m. and 3 p.m.

English Physician, Dr. Freeman.

Boats can be hired in the harbour for row or sail on

the coast, at a cost of 2fr. per hour, to include services of two men.

Club.—The Circo Internazionale, corresponding somewhat to an English club, has reading and reception rooms, and billiard tables. Concerts and balls are given during the season.

Water.—From analyses made by Dr. A. H. Hassall, the water of the public fountain is unusually good, while that of the wells is impure. Visitors to San Remo, and, indeed, all towns on the Riviera, should only drink the water of the country after having submitted it to the action of a filter. The best plan to ensure this precaution is to be provided with one's own filter.

Climate.—The climatic differences between San Remo and Mentone are inconsiderable. Beyond doubt, certain spots on the eastern side of Mentone are warmer, both in spring and in winter; but, on the other hand, San Remo is more evenly sheltered than Mentone, and northerly currents of air are scarcely felt. The late Dr. Sparks, an English physician, who was the author of one of the most trustworthy works upon the Riviera, was of opinion that, from a medical point of view, there was little to choose between the two towns. The winds most felt at San Remo are those from the east and south-east. Dr. Sparks also held that the mistral is not unknown in this part of the country, but concludes his remarks by saying that, as a health resort, San Remo is justly an established favourite.

PORTO MAURIZIO,

14 miles beyond San Remo, is a town of 8,000 inhabitants. It possesses a good harbour, and is most picturesquely situated in the midst of olive groves. It is now becoming more frequented as a winter residence.

ONEGLIA,

187 miles from Marseilles (population 8000). This town is beautifully situated, and was the birthplace of Andrea Doria, the Genoese Admiral (1468—1560). After passing Oneglia, several glimpses of beautiful bits of coast scenery may be obtained from the train.

ALASSIO

(population 5,000) is a thriving seaport, surrounded by orange and palm plantations. A small English colony has been established here, as the climate is considered by medical men to be highly salubrious, while the neighbourhood is very beautiful, and living is cheap.

ALBENGA,

204 miles, was anciently the Roman Albigaunum, the rival of Carthage. Near the town are the extensive remains of the Ponte Lungo, a Roman bridge, and several old castles with towers are picturesquely situated. The cathedral possesses a fine façade. The glimpses of coast scenery obtained at various points of the railway, between here and Genoa, are extremely beautiful. From Vado, which is situated beyond Cape Bergeggi, the coast is visible as far as Genoa.

SAVONA,

229 miles (population 26,300). This is a busy and important seaport town. A branch railway now connects Savona with Turin, and by this route Savona may be reached from Paris in $27\frac{1}{2}$ hours. Savona is charmingly situated amid lemon and orange gardens. The Cathedral, which dates from 1604, contains several good pictures. In the Church of St. Domingo, are Albert Dürer's pictures of the "Adoration of the Magi," and Lamini's "Nativity." Savona contains a handsome theatre, erected in 1853, and dedicated

to the poet Chiabrera, who was a native of the town. Savona was likewise the birthplace of Popes Sixtus IV. and Julius II. An agreeable carriage excursion may be made to the mountain sanctuary of La Madonna di Misericordia, the interior of which is dazzling with precious marbles, gold and silver ornaments, gold chandeliers, etc.

COGOLETO,

11 miles further, is the supposed birthplace of Columbus. The house in which he is said to have been born, in the year 1459, and which is now a tavern, bears the inscription:—

Hospes, siste gradum. Fuit hic lux prima Columbo;
Orbe viro majori heu nimis arcta domus!
Unus erat mundus. "Duo sunt," ait ille. Fuere.

PEGLI,

250 miles from Marseilles, is a small sea-bathing place abounding in pleasantly-situated villas, among which are the Villas Rostan, Elena Doria, and Pallavicini. Excursions from Genoa to the latter are frequently made. Permits to enter may be obtained at the Grand Hotel de Pegli, or at the Galleria Durazzo-Pallavicini in Genoa. The fee to the gardener is from 1 to 2 francs for one person, 2 fees for 2 or 3 persons, and more for a party. The grounds and park of the Villa Pallavicini extend for a considerable distance up the mountain slope, and are most charmingly laid out: shrubs, flowers, groves, ruins, stalactite grotto, lake, kiosques, fountains, etc. The gardens contain many varieties of plants, including coffee, vanilla, cinnamon, pepper, sugar-cane, camphor, etc. The next places passed are Sestri Ponente and Cornigliano, both abounding in handsome villas. An English church has been established at Pegli, which has good hotels.

SAN PIER D'ARENA,

253 $\frac{3}{4}$ miles, is a suburb of Genoa, and contains numerous palaces, villas, and gardens.

GENOA.

(Population 140,000). The position of the city and port of Genoa is one of the finest and loveliest in the world. Dickens describes it as a "splendid amphitheatre, terrace rising above terrace, garden upon garden, palace above palace, height upon height." For full description of Genoa, see Cook's "Handbook to Northern Italy." Genoa, justly termed "La Superba," is one of the chief ports of Italy, the annual imports being estimated at £12,000,000, and the exports at £4,800,000 sterling. One-third of the imports is from Great Britain.

The Harbour is about two miles broad, and is protected by two moles. On a tongue of land south of the New Mole, is the new lighthouse, the lantern of which is 520 feet above the sea level, and commands a magnificent view of the city and the surrounding hills dotted with villas and rich in foliage. The building of the New Mole has now commenced, and when the improvements in the port are completed, the Harbour of Genoa will rival that of Marseilles and be the finest in Italy. These improvements are being effected principally by means of a legacy of 20,000,000 lire left by the Duke of Galliera. The Hotels recommended are the Hotel de la Ville in the Via Carlo Alberto, the Hotel Trombetta-Feder, 9, Via Bogina, and Grand Hotel de Genes. The principal Streets are the Balbi, the Nuova, and the Nuovissima, which are bordered by numerous old marble palaces. The principal Palaces are:—

Palazzo Doria, which was remodelled in 1529 by Andrea Doria the great Admiral. This palace is beautifully situated, its gardens extending to the sea. The frescoes and general interior decoration of the palace were designed by Perino del Vaga, a pupil of Raphael.

The Palazzo Giacomo Filippo Durazzo, or

Palazzo Marcello Durazzo, has a handsome façade with an imposing gateway and balcony. It contains a fine collection of paintings by Rubens, Raphael, Tintoretto, Van Dyck, Titian, A. Dürer, Ruysdael, etc. The collection was formed by uniting those pictures originally here with others from the Palazzo Pallavicini. Orders to visit the Villa Pallavicini at Pegli are issued at the Palazzo Marcello Durazzo. The office is to the right in the corner of the colonnaded court.

The Palazzo Reale was purchased in 1815 by the Royal Family, and restored by Charles Albert in 1842. It contains some handsome staircases and sumptuous apartments. The floor of the throne-room is red mosaic, mixed with blue.

The Palazzo Balbi contains some fine pictures by Rubens, Titian, Van Dyck, Tintoretto, etc.

The Palazzo Bianco and the Palazzo Rosso, facing each other, were both formerly the property of the Brignole Sale family. Both these palaces contain many valuable paintings.

The Palazzo del Municipio, formerly the Palazzo Doria Tursi, contains some portraits and mementoes of Columbus, and his autograph.

The Palazzo Spinola is one of the finest of the older description of places in Genoa.

The principal Churches of Genoa are :—

The Cathedral of San Lorenzo, erected on the site of an earlier church, and consecrated in 1118. It presents three styles of architecture—the Romanesque, the French Gothic, and the Renaissance. The façade is decorated with bas-reliefs. The interior, constructed in 1307, is supported by the columns of the earlier church. The dome was built in 1567, by Alessi. The Chapel of St. John the Baptist

is divided from the church by a richly-gilt Gothic screen. In the sarcophagus over the altar are said to be relics of John the Baptist, brought from Palestine during the crusades. In the sacristy of the Cathedral is preserved the *Sacro Catino*, taken by the Crusaders at Cæsarea, A.D. 1101. This relic is reported by some to be a vessel given by the Queen of Sheba to Solomon; others say that it contained the Paschal Lamb at the Last Supper; while others maintain that it is the vessel in which Joseph of Arimathea received the blood which flowed from the Saviour's side on the cross. There are many who believe that all three accounts are correct, and perfectly reconcilable. A fee of 5 lire is required to see these relics.

The Church of Santa Maria di Carignano is situated on an eminence, in the south-east part of the town. The tower (174 ft. above the sea level) should be ascended for the sake of the view, which is very extensive, embracing the city, harbour, fortifications, and neighbouring coast. On descending from the tower at the foot of the staircase the traveller will be much amused by the numerous mural inscriptions pencilled by previous travellers, English and American, to indicate their wrath at finding, on descending, the door shut and the sacristan gone about his duties in some other part of the church, oblivious of his prisoners, until his attention is attracted by dint of long-continued thumpings, which seem to resound with appalling distinctness through the sacred edifice. It is as well, before ascending, to let the sacristan understand that you only wish to remain a limited time on the tower.

The Church of S. Ambrogio has a richly-decorated interior, and contains over the high altar "The Circumcision," by Rubens, and "The Assumption," by Guido Reni.

The other churches of interest are the Annunziata, in the Piazza dell' Annunziata (the most sumptuous church in Genoa), Filippo Nero, and San Siro.

The Custom House was formerly the bank of St. George, the most ancient banking establishment in Europe. It was founded in 1346, and continued to exist until the French Revolution.

The Arsenal and Royal Dockyard are to the north of the Harbour.

The Monument to Columbus is near the railway station. It is of white marble, and is surrounded by figures representing religion, wisdom, force, and geography. The statue at the top represents the discoverer. Columbus was born at Cogoletto (see p. 74), died at Valladolid, 1506, and was buried at Havana. His palace is near the Monument. The central part of the harbour, adjoining the Via Carlo Alberto, is bordered by a lofty wall, with arcades, the marble platform of which, 20 feet wide, affords an excellent promenade, especially early in the morning. There is a staircase leading up to the terrace opposite the Hotel de la Ville.

The Theatres in Genoa are the Carlo Felice, in the piazza or square of the same name, the Paganini, Apollo, Andrea Doria, and Agostino.

The Public Gardens of Aqua Sola are very fine.

The Cemetery of Genoa is about two miles from the city, and contains many beautiful tombs and monuments.

The following is a list of streets and public buildings, arranged in the most convenient order for visiting :—

Starting from the Hotel de la Ville, Terazzo di Marmo, Molo Vecchio, Piazza Cavour, Via Vittorio Emanuele, Via St. Lorenzo, Cathedral, Arcivescovado, Palazzo Ducale, in the Piazza Nuova, Churches of S. Ambrogio, S. Maria di Carignano, S. Stefano, Gardens of Aqua Sola and of the

Villa Negro, Piazza Fontana Amoroſe, Via Nuova, Palazzo Spinola, Palazzo del Municipio, Palazzo Roſſo, Palazzo Bianco, Church of S. Siro, Church of S. Filippo Nero, Piazza Annunziata, Church of S. Annunziata, Palazzo Durazzo, Palazzo Balbi, Royal University, Church of S. Matteo, Royal Palace, Via Balbi, Piazza Aquaverde, Monument of Columbus, Barracks, Railway Station, Piazza del Principe, Palazzo Andrea Doria, Marine Arsenal, returning by the Via Carlo Alberto.

The Climate of Genoa is trying for invalids, on account of the rapid changes. The mean temperature in January averages 46° , and is rarely lower than 23° .

The manufacture of gold and ſilver filigree work, velvet, and lace is brought to great perfection at Genoa.

English Church Service is held in an apartment in the Via Assarotti, which extends from Piazza Corvetto (adjoining the Aqua Sola) to the Piazza Manin.

Presbyterian Service is held in the Waldensian Church in the ſame ſtreet.

British Conſul.—Montague Yeats Brown, Eſq.

FROM GENOA TO SPEZIA AND LEGHORN, BY THE RIVIERA DI LEVANTE.

At Genoa there are two Railway Stations, viz., the Central Station (Porta del Principe) in the Piazza Aquaverde, from which all the expreſs trains ſtart for the line to Piſa, as well as all the trains to Aſſandria, Turin, Milan, Bologna, etc.; and the ſtation Porta Romana, in the Piazza Brignole, which is beyond the Aqua Sola. The ſlow local trains for the coaſt line to Piſa ſtart from this ſtation. The line ſkirts the coaſt cloſe to the ſea, and is carried through numerous promontories by means of cuttings and tunnels, of which laſt there are about eighty, ſome being of conſider-

able length. The villages have generally narrow streets and lofty substantial houses, and are in some places built in small sheltered nooks confined by precipitous heights.

STURLA,

4 miles from Genoa. From this place there is a beautiful view of the Mediterranean on the right, and the olive-covered slopes of the Apennines may be seen on the left.

NERVI,

7½ miles, is a town of 5,500 inhabitants, which has recently come into repute as a winter residence, owing to its mild climate and sheltered position. The villages and small towns along the coast in this neighbourhood are frequented by Italians in summer for the sake of the sea-bathing.

At SORI, 11 miles, the train crosses a fine viaduct of three tiers of arches, from which there is a fine view of the sea and the valley. The viaduct passes high above the town.

The promontory of Sta. Margherita is penetrated by a long tunnel. The village of Ruta is situated on a height about 2 miles from the station of Camogli, and commands a fine view of the coast towards Genoa.

From Sta. Margherita, 17½ miles, a beautiful excursion may be made by boat or by walking along the coast to the suppressed Monastery of Cervara, where Francis I. of France was imprisoned after the battle of Pavia, and to Portofino, where there are two old castles, the property of Mr. Brown, the English Consul.

RAPALLO,

19½ miles, is a small seaport of 10,000 inhabitants. Near this place is the pilgrimage church of Madonna di Montalleggra.

CHIAVARI,

24 $\frac{1}{2}$ miles, is a picturesque town of 11,500 inhabitants, charmingly situated in the centre of the Bay of Rapallo.

SESTRI LEVANTE,

28 $\frac{1}{2}$ miles, is also picturesquely situated on a bay. Here, until recently, the railway terminated, and it was necessary to perform the journey to Spezia by carriage—a mode of conveyance which, although less rapid than the railway, unfolded to the traveller some charming scenery. The Carriage Road ascends the mountain by many windings, and affords fine retrospects of the valley and peninsula. Further on, the sea is again visible, and on the coast below is Moneglia. Still ascending, we reach Osteria Baracca, 2,236 feet above the sea, and then descend to the village of Baracca. Then the road conducts us to the valley of the torrent stream, or river Vara, and skirts its broad, gravelly bed for a considerable distance; then enters woods, in which are many chestnut trees. From the summit of the last height before reaching Spezia, the sea again comes into view; and a magnificent prospect is enjoyed of the Bay of Spezia, and the mountains of Carrara, further south.

Continuing the journey from Sestri Levante by railway, we pass Moneglia (35 $\frac{1}{2}$ miles), Deiva, Framura, Bonassola, Levanto (a town of about 5,000 inhabitants, with ruined fortifications), Monterosso, Vernazza, Corniglia, Manarola, and Riomaggiore, and reach

SPEZIA,

57 $\frac{1}{2}$ miles (20,000 inhabitants). Hotel, Cross of Malta. This town is beautifully situated on the Gulf or Bay of Spezia, between two fortified ranges of rocks. It is a favourite bathing place, and is one of the largest, safest, and

most convenient harbours in Italy, or, indeed, in Europe. It was the **Lunai Portus** of the Romans. Since 1861, Spezia has become the chief war harbour of Italy, and the royal dockyard covers 150 acres.

The mildness of its climate attracts numerous visitors. The air is moist. Many pleasant excursions may be made from here, including one to **Porto Venere**, on the west side of the Bay. **Porto Venere** is on the site of the ancient **Portus Veneris**. The ruins of the **Church of San Pietro** are supposed to occupy the site of an old temple of **Venus**, and from here a charming view may be obtained. The island of **Palmaria** is used as a convict prison. Excursions may also be made to **S. Terengo** and **Lerici**, to which places a small steamer runs daily from the Mole of Spezia.

Garibaldi, after his conflict and arrest at **Aspromonte**, was imprisoned at Spezia, and was there visited by **Mr. P. A. Taylor, M.P.**, and another gentleman, who conveyed to him expressions of sympathy and goodwill from English sympathisers.

Church of England Services are conducted by a resident chaplain; and through the exertions of the **Rev. Mr. Clark**, an English minister, who is assisted by his brother and by native evangelists, a large palace has been purchased for Baptist chapel and schools.

SARZANZA,

67½ miles, is the Roman **Sergiana**, or **Luna Nova**. The fortification of **Sarzanetta** is extremely picturesque. The handsome Cathedral was begun in 1355, and is in the Italian Gothic style. A fine view of the Bay of Spezia may be obtained from here.

Among the mountains on the left are many marble quarries.

The ruins of the ancient Luna are between Sarzanza and Avenza. This ancient Etruscan town was destroyed by the Arabs in 1016. The ruins of the amphitheatre and circus are still visible.

Above

AVENZA,

74½ miles, is an old castle of Castruccio Castracano, with bold towers and pinnacles.

From Avenza there is a branch line, three miles in length, to Carrara. The celebrated quarries should be viewed before two o'clock. From four to five hours are required to visit the quarries and studios. The first quarries are beyond the village of Tirano. The best and largest marble blocks come from the quarries of Monte Crestola. Altogether, about 6,000 workmen are employed at Carrara. The quarries of Fantiscritti were worked by the ancient Romans.

The town contains the studios of numerous sculptors, some of which should be visited.

Returning to Avenza, and resuming the journey by railway, we pass

MASSA,

78½ miles (10,000 inhabitants), formerly the capital of the Duchy of Massa-Carrara. This town is well situated amid the mountains. Here are many marble quarries. Beyond Massa, the ruins of the Castle of Montignoso are visible on a height to the left.

PIETRASANTA,

85 miles, is an ancient town, beautifully situated. The Church of S. Martino was begun in the 13th century,

and contains a pulpit and sculptures by *Staggio Stagi*. The Baptistery contains an ancient font, and some bronzes by Donatello. The bell-tower, or campanile, was begun in 1380. The Church of S. Agostino contains a painting by Thaddeo Zacchia, date 1519. The Town Hall is an interesting structure.

VIAREGGIO,

91 miles, is becoming a very popular watering-place. It is situated on the coast, and, after leaving here, the railway crosses a marshy district, through which flows the river Serchio, and reaches Pisa, 104½ miles. The Railway Station at Pisa is on the left bank of the river Arno, which is crossed by a bridge just outside the city walls.

PISA,

the ancient Pisae, although formerly a sea-port, is now, through silting up of the coast, six miles from the sea. It has 25,000 inhabitants, or, including the suburbs, 52,000, and is the capital of the province. This city was formerly one of the greatest importance. It fitted out a fleet of 120 vessels for the first crusade; in 1025, the Pisans took Sardinia from the Saracens, whom they also defeated at Tunis in 1030 and 1089, and near Palermo in 1063. In 1114 they fitted out an expedition of 300 vessels, 35,000 men, and 900 horses, for the conquest of the Balearic Islands. The town retains but few relics of its ancient greatness.

Pisa is famous for sculptures in white marble and alabaster, and the principal manufacturer has recently opened a magnificent gallery, in which his beautiful works are exhibited and sold. Few visitors leave Pisa without some specimens of local art.

Hotel recommended—Hotel de Londres.

The four principal Monuments of Pisa are

situated close to each other, at the extreme north-west of the town. The nearest route from the Railway Station is across the Ponte Solferino, and along the Via del Chiodo, or dell' Ospedale, to the Piazza dell' Duomo.

The Cathedral is a magnificent structure of white and coloured marbles, in the Tuscan style. It was consecrated by Pope Selasius II., in 1118. The most magnificent part of the exterior is the façade. In the interior there are a gorgeous roof, altars designed by Michael Angelo, old frescoes and mosaics by Cimabue, a fine pulpit by Nicolo Pisano, high altar of lapis lazuli, with a crucifix by Giovanni da Bologna, and carved stalls by Giuliano da Majano. The movement of the lamp suspended in the nave is said to have suggested to Galileo the idea of the pendulum. The pictures in the choir and behind the high altar are of great interest.

The Baptistery was begun in 1153 by Diotisalvi, and completed in 1278. It is a beautiful circular structure of white marble, covered with a conical dome 190 feet high. The interior contains a marble octagonal font, richly adorned with sculptures and mosaics; and the celebrated pulpit by Pisano, on which are bas-reliefs of the Annunciation and Nativity, the Adoration of the Magi, the Presentation in the Temple, the Crucifixion, the Last Judgment, and some allegorical figures. The echo in the Baptistery is very beautiful. The guide or sacristan sounds four notes—do, me, sol, do—and the chorus of harmony awakened is truly wonderful.

The Leaning Tower, or Campanile (bell tower), is one of the wonders of the world. It was begun in 1174, and completed in 1350. This tower is in eight different stories, which, like the Baptistery, is surrounded by half-columns and six colonnades. It is 179 feet in height, and

inclines 13 feet out of the perpendicular. Various reasons have been suggested for its peculiar construction, but the theory more generally accepted is that the foundations settled during the construction of the building, and from the third story upwards an attempt was made to remedy the defect by making the columns on the inner inclined side longer than those on the outer side. A staircase of 294 steps leads to the top. (Fee, 50 centimes each. Not fewer than three persons allowed up at once.) The view from the top is very fine, and embraces the town and suburbs, the river, and, in the W., the sea; and, in the N.E., the Apennines. The tower contains 7 bells, the heaviest, weighing 6 tons, being hung on the outer, or not overhanging, side.

The Campo Santo, or Cemetery, was constructed in 1185—1200, by Archbishop Ubaldo, who brought 53 shiploads of earth from Mount Calvary, in order that the devout might be buried in holy ground. The cloisters, or covered galleries round, were begun in 1278, and completed in 1283; they are 138 yards long, 57 yards wide, and 48 feet in height. Here are wonderful frescoes, sculptures, paintings, sarcophagi, inscriptions. The pavement is composed of tombstones of deceased Pisans. Fee, half-franc each person.

The Piazza dei Cavalieri was the central part of ancient Pisa, and the Forum of the Republic. Here is the Church of S. Stefano di Cavalieri, built 1565—1596. It contains Turkish trophies, and paintings representing victories over the Turks. Near this church is the Palazzo Conventuale dei Cavalieri, now a school, and the marble statue of Grand Duke Costo, 1596. The "Tower of Hunger" in which the Archbishop Ruggieri degli Ubaldini caused Count Ugolino dei Gherardeschi with

his sons and nephews to be starved to death in 1288, as described by Dante in his "Inferno" (Canto 33), was standing until the year 1655.

The other Churches deserving inspection are S. Sisto, Sta. Caterina, S. Francesco, S. Michele in Borgo, S. Maria della Spina, and S. Paolo a Ripa d'Arno.

The Academy of Fine Arts, founded by Napoleon, is in the Via S. Frediano. It contains a good collection of pictures, chiefly of the earlier Pisan and Florentine schools.

La Sapienza, or the University, is a large edifice erected 1493. The Library contains 50,000 volumes. The University is now attended by about 600 students. Galileo was appointed a professor of mathematics here in 1610.

The Palazzo del Commune, near the Ponte di Messo, contains the city archives, comprising nearly 16,000 parchment charters.

The Palazzo Lanfranchi or Toscanelli, in the Lung Arno Medico, was occupied by Byron in 1822.

The house in which Galileo was born (1564) is on the Lung Arno Galileo, and is indicated by a tablet.

Excursions from Pisa may be made to the Casine S. Rossore, a royal shooting lodge, with pine plantations, to Gombo, on the coast (3 miles), a small bathing place. Here Shelley was drowned, July 7th, 1822. His remains were afterwards cremated at Viareggio (see page 84), in the presence of Byron and Leigh Hunt, and the ashes were deposited at Rome.

The climate of Pisa is mild and humid, and is considered very favourable for persons suffering from pulmonary complaints. The mean winter temperature is about $4\frac{1}{2}^{\circ}$ lower than that of the Riviera.

LEGHORN,

11 miles from Pisa (100,000 inhabitants). Hotel du Nord. Leghorn is now the capital of a province, and the most important seaport town in Italy, next to Genoa. It is a well-built modern place, with a good harbour. The islands of Elba, Gorgona, and Capraja are within view. From the lighthouse can be obtained a good survey of the town, the harbour, and the sea. There are good sea baths at Leghorn, but few works of art. Near the harbour is the marble statue of Duke Ferdinand I., with four Turkish slaves in bronze. The graves of Smollett and Francis Horner are in the English Cemetery.

English Consulate—12, Via della Madonna.

American Consul—Office on the Quay.

English Church—Near the English Cemetery.

English Presbyterian Church, under Dr. Stuart, and Baptist Worship, conducted by Evangelists, are established at Leghorn.



APPENDIX.



Fauna and Flora of the Riviera.

THE information hitherto given has been compiled chiefly for the benefit of persons visiting the south of France, to recruit or preserve delicate health, or of those who, having ample time and money at their disposal, leave their own country in search of perpetual summer and perpetual gaiety. The Riviera is, however, full of interest to students of botany, geology, entomology, and ichthyology, and we are enabled, by the kind permission of Mr. Edmund Lockwood, to reproduce for their benefit the following extracts from articles contributed by him to the *Field* newspaper. Here, for example is a sketch of the country:—

“Not only are the cloudless skies, the warm sun, and beautiful scenery of the Riviera towns—Cannes, Nice, and Mentone—inducements for migration to escape the English winter, but as yet the English rough has not penetrated so far, and consequently the surrounding country, with its pine woods, its orange and myrtle groves, are open to all, and the traveller may explore the neighbourhood with a freedom almost unknown at home. To a botanist these shores of the Mediterranean are peculiarly attractive, for not only do many rare English plants make their headquarters here, but of late years numerous other countries, not excepting even the Antipodes, have contributed their most useful and conspicuous plants to add their beauties to those of the indigenous kinds. Here the blue gums of Australia have found a home, and, although planted by the present generation, have become stately trees sixty feet high, with a circumference of

ten feet. Apparently they thrive so well, that in the distant future, not improbably, they will oust the native trees, and look on the country as their own. At present their culture is encouraged as far as possible by man, in consequence of the influence their aromatic juices are supposed to possess over the various ills which human flesh is heir to. Here also flourish the casuarinas, or Australian beefwood trees—those mock conifers, as they may be called, which grow also in my Indian garden, and which are worth cultivating were it only to hear the wind softly sighing upon a summer's evening through their long, pendent, horse-tail leaves. Several acacias and mimosas from Australia, seen only under glass in England, are also here, and with them the so-called pepper-tree (*Schinus molle*), whose racemes of berries, like coral beads, would add grace to the most beautiful garden in the world.

“Among the exotic plants which are to be seen in the gardens here, and which testify to the high mean temperature of the air, may be mentioned the bamboo, the date palm, the sugar cane, and American agave, which many of our transatlantic cousins, coming from the north, see for the first time flourishing in hedges here. Indeed, so completely do the thirty-six hours from London change the scene, that on entering the garden of the Beau-Site Hotel at Cannes late in November, it appeared as though we were walking in some gigantic conservatory, whose glass had suddenly been removed by fairy hands.”

Even so beautiful a scene as this, however, has its drawbacks. Man, the most voracious, cruel, and destructive of all animals, has almost annihilated every variety of ornithological life, as witness what Mr. Lockwood saw at Nice, in passing through the town on his walk from Cannes to Mentone on New Year's day.

“The first portion of our walk lay through the town of Nice, and here we saw the small game of the inhabitants exposed for sale: blackbirds and thrushes, hawfinches, goldfinches, mountain finches, with here and there a woodpecker, blackcap, and ciril bunting. These constitute the ortolans of visitors, as short-toed larks and wagtails pass for ortolans in India.

"One would imagine that the insignificant size of the gold crest would have saved it from destruction; but no! here it is exposed for sale as food; and we saw a stout gentleman come and buy one for a penny.

"Here also exposed for sale is a kite, which some fortunate chasseur has brought down; but he must be nearly the last of his race, for the birds are well nigh exterminated in this country, and no song is heard to break the silence of the woods."

Mr. Lockwood's testimony to the climate of Cannes is highly satisfactory. It is difficult to realise the fact that one can leave London on a winter morning and dine the next day under such conditions as the following:—

"We breakfasted in the hotel garden under the shade of some orange trees, whose fruit, hanging in hundreds overhead, formed a picturesque contrast to the scarlet arbutus berries close by. The cold morning air was scented by numerous geraniums and heliotrope flowers, amongst which bees and butterflies and the humming-bird hawk-moth—were breakfasting by our side."

It is not necessary to enumerate the various forms of vegetation described by Mr. Lockwood during his walk to Mentone in January. It appears that even at this season he was able to collect as many botanical specimens as he could carry.

But if the Riviera is beautiful in mid-winter, what shall be said of its spring *flora*.

"Few parts of the earth are so rich in wild flowers as the country around Mentone, known as 'Les Alpes Maritimes.' The woods are ablaze with tulips and lilies, myrtles and orchids and anemones, whose stamens, through generations of high feeding, have become converted into brilliant-coloured petals. The variety of the plants is quite as remarkable as their colour. The great pea family has four times as many representative species in 'Les Alpes Maritimes' as are to be found in the British Isles; and the vast plains of Bengal probably do not contain one-half the number of plants which a resident of Mentone may find within a single day's journey from his home. Then the Labiates have twice as many species as are included in the British

flora; and also the Composites, which threaten in time to drive all other competitors into the sea, and outnumber their cousins across the channel by nearly two hundred species."

Nor is it only the botanist who can find material for observation in this delightful land:

"Notwithstanding the scarcity of birds, the naturalist who passes the winter at Mentone need not find time pass heavy on his hands. The geologist may examine a hundred miles of quarry along the Corniche Road, hewn out of the solid rock. The palæontologist may speculate on the bones and flints found in the limestone caves close to the town. The entomologist may chase Swallow-tails, Painted Ladies, and Camberwell Beauties over sunny hills and valleys; and whilst the arachnologist is studying the domestic economy of the trapdoor spiders found in every mossy bank, he who takes an interest in the inhabitants of the sea will find an endless variety in the fishermen's nets, or exposed for sale daily in the markets."

In illustration of the last paragraph may be quoted a description of the fish market at Mentone:—

"We passed on to the market, where baskets of octopi were coming in, together with sea urchins and sea wolves (*loup*), millions of small fry (which are eaten raw), snails and thrushes, to feed the people of the town. The women who kept the stalls were glad to see me, for I often paid them a visit, and would purchase for a trifle what no one else would buy—fishing-frogs and sting-fish, spider-crabs and mantis shrimps, just arrived from the bottom of the sea. The basket which I carried was soon filled with sufficient specimens to stock a good-sized aquarium."

Descending from generalities to particulars, Mr. Lockwood describes a garden which he passed, between Mentone and Ventimille. It is difficult to imagine anything much more beautiful.

"The garden stands some 300ft. above the sea. On one side are yellow and red rocks, with distant purple hills; below, bordering on the sea, are emerald-coloured pines and bushes of yellow spurge, which in the dazzling sun appear like huge topazes set in among the rocks; whilst the distant white town of Bordighera, at the extremity of an undulating

promontory, resembles the ivory horn of some huge monster thrust into the sea. Within the garden are the choicest plants, collected from every country which has a climate like Mentone—blue-gum trees, acacias and mimosas, palms and aloes, with lilies and roses, of every shade and hue. But the chief attraction are the anemones, thousands of which were growing side by side with brilliant-coloured tulips, producing a panorama never to be forgotten. A thrush in an orange tree was trying to drown the distant murmur of the waves, and the sighing of the wind through the horsetail leaves of the casuarina trees produced a mysterious dreamy feeling which made my companion subsequently, not without reason, exclaim, ‘I have been in heaven.’”

The Italian coast, it would appear, is not less beautiful than the French. The scene described below is in the neighbourhood of Alassio.

“Our road led through terraces of palms and olives, oranges, lemons, vines, and carob-bean trees, wherever cultivation was practicable; and where nature was left unmolested, junipers, Spanish broom, cistus, privet, climbing asparagus, pistacia bushes, evergreen oaks and pines, were mingled together, engaged in a Darwinian struggle for existence. Peas and beans were in full bloom, and in one garden some satirical person had put up a scarecrow, on the *lucus a non lucendo* principle, in a land where there are no birds to frighten.

“But if there are no birds to sing among the branches of the trees, their places are fully occupied by the green frogs, which all day long lie concealed among the friendly-coloured leaves, and only make their presence known when twilight succeeds the day; then the chorus begins, and through the length and breadth of the Riviera a fearful croaking prevails, and lasts throughout the night.”

Many persons who, not having visited Italy, have seen pictures of Italian landscapes have been under the impression that the colours were exaggerated. So far from this being the case, it is utterly impossible to reproduce the vivid colours which inundate the eye along the Riviera.

“My companion made a sketch of the scene around, although his most brilliant colours paled before those of

nature, for the rocks reflected indigo, purple, and Naples yellow, with mauve-coloured stocks scattered here and there in company with emerald-coloured sparges. The sky above was cobalt blue, whilst the sea reflected sparkling ultramarine below. Nor did the beauty of the landscape suffer when an express train issued from a tunnel in the rock, sending up a cloud of pure white smoke, which in the still air floated slowly across the precipice and vanished out at sea."

Had space permitted we might have filled pages with extracts full of interest. Enough has, however, been said to show that the lover of nature, be his special study what it may, will find in the Riviera ample material for recreation and enjoyment.



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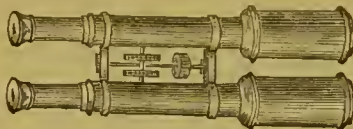


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